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TWENTY-EIGHTH EDITION

... GUIDE ...

TO THE

# CITY OF QUEBEC

DESCRIPTIVE AND ILLUSTRATED

... WITH MAP ...

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*Dedicated to HON. S. N. PARENT, Ex-Mayor of Quebec and  
Ex-Premier of the Province of Quebec, and the  
City Council by the author*

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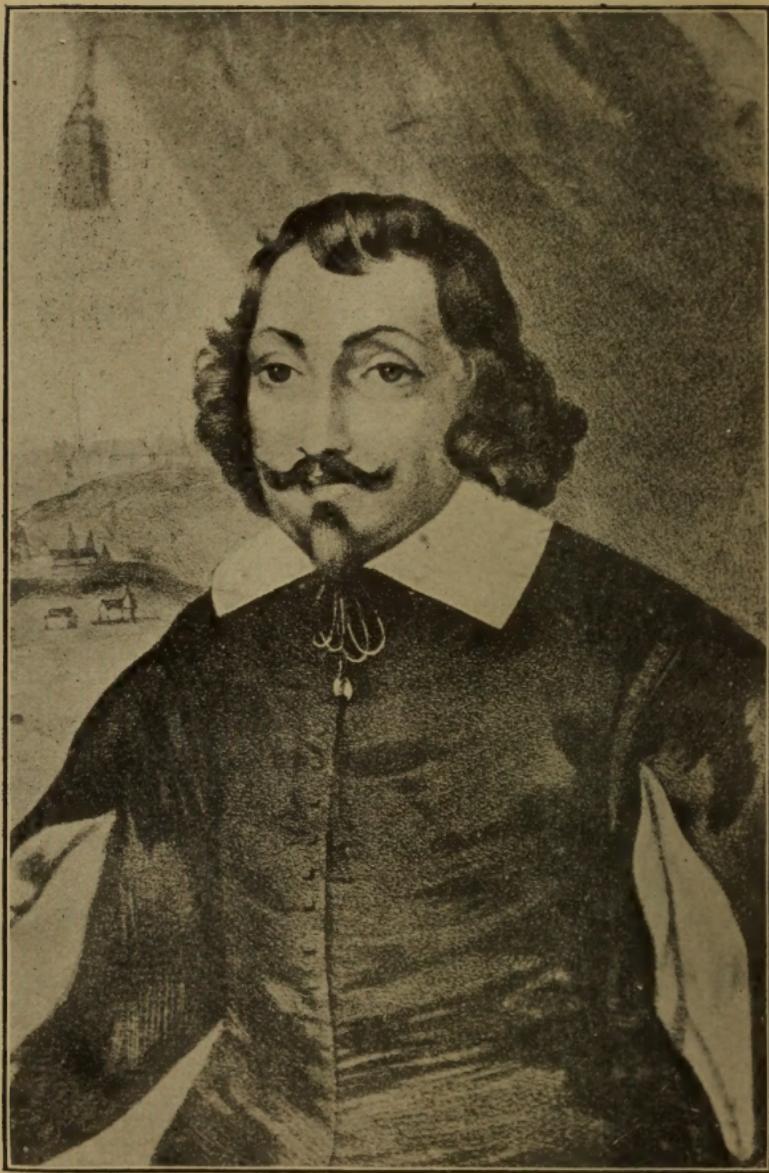
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QUEBEC  
Published by FRANK CARREL

1919

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REGISTERED in the Office of the Minister of Agriculture in conformity with  
the law passed by the Parliament of Canada, in the year 1893.



**SAMUEL DE CHAMPLAIN**  
Founder of Quebec.

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## Introductory

**J**IT has been said that "good wine needs no bush." Equally so, does an introduction to the ancient and historic city of Quebec, with its majestic memories of mystery, romantic adventure, victory and defeat, seem unnecessary. The very mention of its name evokes a flood of thrilling emotions. The grandeur of its site, the wonderful beauty of its scenery and the strange romance of its chequered history, all combine to make it one of the most unique and famous of cities, with a renown that is world wide.

Whether viewed as the cradle of New France and of the mighty civilization which now extends from the Atlantic to the Pacific, or as the great military stronghold, for the mastery and possession of which so many hostile hosts have battled, its attraction for the intelligent tourist and traveller are such as to invest it with a charm and an aureole of interest peculiarly its own and without parallel on any other spot of earth. It is, in fact, a unique city, standing alone as a sort of historical hyphen or bond between the days that are and the days gone by, which cannot be duplicated either in the Old World or the New. From its lofty cliff of Cape Diamond and from under its grey old walls, the first explorers and pioneers of

what is now the granary of the world went forth into the unknown wilderness. From this antique city also departed the first missionaries, carrying the cross of salvation to distant tribes and nations. But that which must forever give Quebec its chief claim to the attention of the traveller is its historic battle-field, for it is impossible to behold it and reflect upon the momentous consequences of Montcalm's defeat and Wolfe's victory without feeling all the influence of the spirit of the scene.

During the three centuries which have elapsed since its foundation in 1608 by the illustrious Samuel Champlain, Quebec has accumulated a history rich in material for the philosopher, the poet and the romancer and among the records, associations and scenes thus brought together, the visitor, if so inclined, may find endless fields for research, observation and intellectual delight.

Unfortunately the majority of tourists, nowadays, do not seem to realize or appreciate this truth. In fact, they do not see Quebec, even when they come to visit it expressly for the purpose. They merely skim the surface so to speak, and more than one half of its beauties, as well as of the contents of its rich historic storehouse, remain a sealed book to them. Inspired with the restless spirit of the age, they come and go almost with lightning speed and imagine that they have seen all that is worth being seen in Quebec when they have "done" a few of its principal sights. But there never was a greater mistake committed.

Quebec is no prosaic modern town. It is a city to be once thoroughly seen and then for ever delightfully remembered. But this cannot be done even superficially in twenty-four hours. It takes a much longer time to get acquainted with all its beauties, and all its manifold objects of historic or legendary interest. It is only to the visitors so disposed that all the memory-haunted scenes of its mighty and glorious past unroll themselves. In fact, every stone in the walls of Quebec has a history and every spot of ground is sanctified by undying souvenirs. Almost every building in its antique and tortuous streets, still redolent of the religious and military history of early Canada, has a story to tell, and hardly a foundation can be upturned without disclosing some relic of bloody war in the shape of rusty cannon balls, muskets and swords, mingled with the arrows and tomahawks of the red man. It is haunted, peopled, so to speak, by the spirits of the past; dead memories of departed glory arise on all sides and like ghosts, even at midday, present themselves to all who care to evoke them. In and out among the angles and bastions of its hoary ramparts still flit the shadows of the great men who have left such indelible marks upon the history of the New World by their heroism as soldiers, their daring as explorers or their zeal and self denial as missionaries and pioneers of Christianity and civilization. From every nook and cranny of the wonderful old place, their spectral faces peer out at the visitor and impress

him with respect, if not with awe, for the solemnity of his surroundings. One by one, their figures materialize again: Jacques-Cartier, the discoverer of Canada; Champlain, the founder of Quebec; Bishop Laval, Frontenac, hurling defiance at Phipps from the mouth of his cannon; La Salle, Marquette, Joliette, La Verandrye, bold and successful explorers; Breboeuf and Lallement, martyrs for their faith; the infamous Bigot and the noble Montcalm, victorious Wolfe, chivalrous Levis, Montgomery and Arnold, Guy Carleton, Elgin and hundreds, nay, thousands of others, whose names are forever linked with the history not only of Quebec and Canada, but of all America and whose most enduring monuments are to be looked for in the conquest of the New World from savagery to Christianity and civilization. Altogether, there is not a spot in all America richer in historic treasure or more lavishly endowed by Nature in the beauty, grandeur and splendor of its surroundings than the quaint old walled city of Quebec, which guards the portal of the great inland waters of the continent and which has been so aptly termed the "Gibraltar of America" and the "Sentinel City of the St. Lawrence."

For beauty and picturesqueness of scenery, too, Quebec is not surpassed even by far famed Naples, which it in some respects exceeds. This is affirmed with remarkable unanimity by all the writers of note, who have treated the subject, and they have been many. But one of these must suffice for the whole.

In describing the wondrous charm of the old city's general appearance and environments, he said: "The majestic appearance of Cape Diamond and the fortifications; the cupolas and minarets, like those of an Eastern city, blazing and sparkling in the sun, the noble basin like a sheet of purest silver, in which might ride with safety the navies of the world, the graceful meanderings of the river St. Charles, the numerous village spires on either side of the St. Lawrence, the fertile valley dotted with the picturesque *habitant* houses, the distant Falls of Montmorency, the park-like scenery of Point Levis, the beauteous Isle of Orleans, the grim purple mountains, the barriers to the north, form a picture which it is no exaggeration to say is unsurpassed in any part of the World." Indeed, looking down over the city, with its strange confusion of buildings, all cast, as it were, at random, upon the declivity of the mountain and tumbling down in wild confusion to the shores of the great river below, and gazing beyond the churches and monuments, and the rampart gates, the visitor beholds a picture that no pencil can delineate and no poet describe.

And when to all these matchless attractions is super-added the crowning one, in the torrid season, of a delightful climate tempered by the soft health-giving breeze of the St. Lawrence and the invigorating air of the North, one is tempted to wonder why so many prefer the glittering whirl and the discomforts of the fashionable spas to a few weeks' sojourn in a place

which possesses such multiple attractions and such splendid hotel accommodations nowadays as old Quebec and among a people who, with much of the manners and customs and the speech and dress of a feudal age, still preserve a genuine reverence for the old-fashioned virtue of hospitality, and are never happier than when they are endeavoring to make the stranger feel at home among them.



CHAMPLAIN'S LANDING AT QUEBEC, 1608.

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## Q u e b e c

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### Descriptive and Illustrated

IT is three hundred and eighty-five years since Jacques Cartier, a brave and bold mariner of St. Malo, in France, discovered Canada, whose name is derived from "Kanata" an Indian word signifying a "collection of huts." Two years later, in 1535, he made a second voyage to the St. Lawrence and became friendly with Donnacona, the Indian chief or ruler of Stadacona, an aboriginal village which occupied part of the present site of Quebec. Stadacona is Algonquin and means "a crossing upon floating wood," referring to the drift wood which frequently blocked the mouth of the St. Charles and enabled the Indians to cross over it on foot from one side of the bay to the other. No satisfactory explanation can be given of the word "Quebec." By some it is attributed to the exclamation "Quel Bec" (What a beak) elicited from some of Jacques Cartier's followers when the noble promontory of Cape Diamond first greeted their astonished eyes. Others again trace it to a Montagnais origin and say that it comes from "Kepeck," meaning "disembark" or "come ashore," which was the greeting addressed by the natives to the French arrivals. But the weight of opinions as to its true derivation inclines to the belief that its source

is to be looked for in a word common to all the Indian dialects of the time and place, meaning "a narrowing of the river."

As a matter of fact, too, the St. Lawrence narrows to less than a mile wide opposite the city. Cape Diamond, whose lofty summit is crowned with the present citadel, takes the name from the numerous quartz crystals, sparkling like diamonds, which are to be found in its rock formation. Jacques Cartier wintered in the River St. Charles, called by him the St. Croix and by the Indians the "Cabire Coubat" on



JACQUES-CARTIER  
Landing at Gaspé, 1535.

account of its serpentine meanderings.

His winter quarters were near the residence of the late Mr. Parke, Ringfield. In 1541 Jacques Cartier made a third voyage, and built a fort at Cap Rouge just above Quebec and also visited Hochelaga, now Montreal. In 1606 Champlain arrived at Stadacona, and, landing his followers, founded the city of Quebec which has since been besieged five different times. In 1629 Champlain was obliged to deliver up the city and himself and followers to Sir David Kirke,

but by the treaty of St. Germain-en-Laye, Canada was restored to France, and Champlain returned as governor of the colony. In October, 1690, Sir William Phipps appeared with a fleet before the city and demanded its surrender, which the proud Count de Frontenac haughtily refused. After a harmless bombardment the English fleet retired. In 1711, another English fleet under Sir Hovenden Walker



JACQUES-CARTIER, ARRIVING AT QUEBEC.

sailed for Quebec, but was almost wholly destroyed by a storm in the Gulf of St. Lawrence. For the last two deliverances the little church in the Lower Town was named *Notre-Dame des Victoires*.

On the 26th June, 1759, Admiral Saunders anchored his fleet and transports, with General Wolfe and

the English army on board, off the Island of Orleans, then called Isle de Bacchus. The troops landed on the Island on the following day, near the church of St. Laurent, and marched up to the west end, from which they had a view of Quebec, while the French army, under the Marquis de Montcalm, consisting of about 13,000 men, was encamped on the opposite shore of Beauport, General Moncton, with four battalions, occupied the heights of Levis, from which place he bombarded the city and laid it in ruins. General Wolfe then crossed to the mainland to the east of the river Montmorency, and on the 31st of July attacked the French, and was defeated, with the loss of 182 killed, and 650 wounded and 15 missing. After some delay, caused by the illness of General Wolfe, the English fleet sailed up past the city, and on the morning of the 13th September, Wolfe landed his troops at a place below Sillery, now called Wolfe's Cove, and scaled the heights, dislodging a French guard at the top of the hill, and forming line of battle stretching from cliff to cliff, on the Plains of Abraham which then extended to the city wall, west of the site of the Jail, much to the astonishment of Montcalm, who had been encamped at Beauport since the defeat of the British on the 31st of July, daily expecting another attack. He hastened from there with his army by the bridge of boats across the mouth of the river St. Charles, and at ten o'clock both armies were engaged in conflict, which in a short time, ended in the defeat of

Montcalm, who was wounded and carried into the city. Wolfe received his mortal wound on the knoll on which the jail is situated and was carried to the lower ground in rear to the spot where that fine granite shaft has been erected and inscribed "Here died Wolfe victorious". This monument was erected over the boulder which supported the dying general. The



**THE RAMPARTS.**

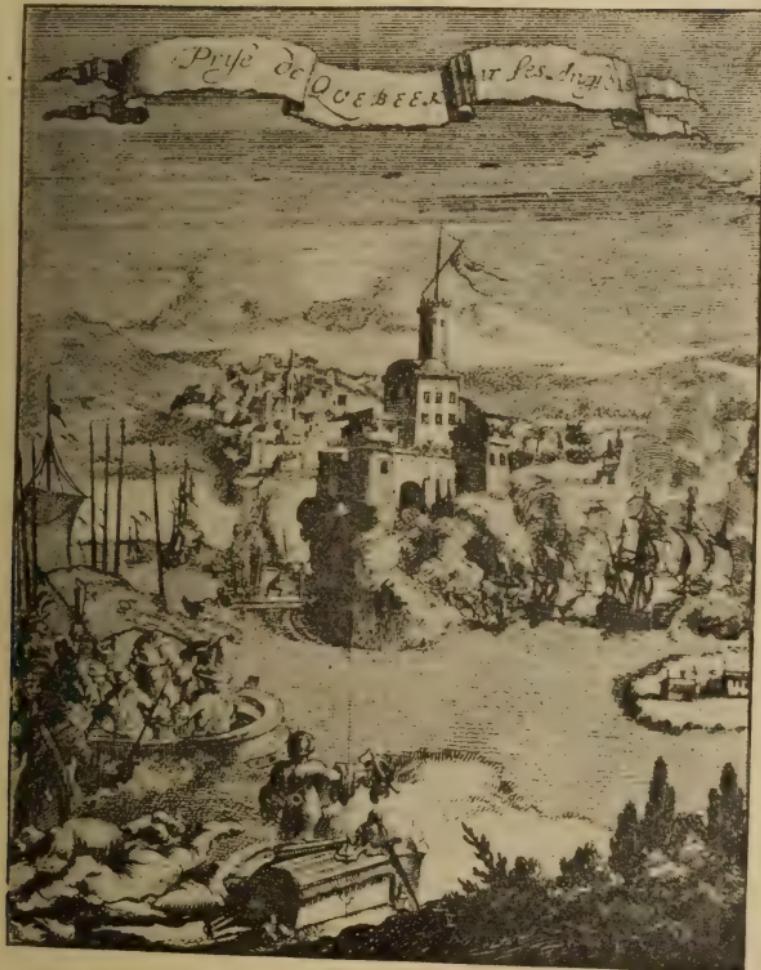
From an old print.

remains of a former monument form part of the foundation of the present one. Montcalm was taken into the city and expired in the residence of Dr. Arnoux on St. Louis Street. He was buried in a hole made by a shell in the Ursuline Convent Chapel. The French army retreated towards Beauport and afterwards to Pointe aux Trembles, and on the 18th September, the

city of Quebec was surrendered to the English and General Murray remained as Governor, with a garrison force of 6,000 men. The fleet with Wolfe's body on board, sailed for England in October.

On the 28th April, in the following year, the French army of about ten thousand men, under Levis appeared at Ste. Foye, also near Quebec, and were met by the English under General Murray, whose force consisted of about three thousand men, sickness and death having thus greatly reduced their numbers. The English were obliged to retire behind the fortifications of the city, but, on the 15th May an English fleet, under Commodore Saunders, arrived with men and reinforcements, when the French army retreated and Canada became an English colony in 1763.

In 1775, Quebec was again threatened. General Arnold, with a small army of Americans, arrived on the heights of Levis by the Chaudiere valley, and, on the 14th November, landed his forces at Wolfe's Cove, from which they occupied Ste. Foye and St. Roch. General Montgomery arrived on the 1st December and took command. General Guy Carleton abandoned Montreal, and with his staff, was piloted in an open boat from a vessel opposite Sorel to Quebec by Joseph Bouchette, called *La Tourte*, the father of the late Joseph Bouchette in his lifetime Deputy Surveyor-General of the Province of Quebec. On arrival at Quebec, Carleton, with the means at his disposal, placed the city in a state of defence.



THE TAKING OF QUEBEC.  
From an old painting.

Arnold occupied a house on the south side of the St. Charles River, to the east of Scott's bridge, while Montgomery established himself in Holland House, on the Ste. Foye road. The American troops were quartered in the suburbs of the city and even in the Intendant's Palace, at the foot of Palace Hill, which was soon reduced to ruins by the fire from the city.

On the 31st December, at 2 o'clock a. m., Montgomery advanced, with seven hundred men, along Champlain street, and came upon a barrier at which was a guard. At the approach of the Americans a discharge of cannon and musketry was fired with deadly effect by the 50 men defending that *Près de Ville* barricade, killing Montgomery along with his two aids and 10 others, causing the immediate retreat of the enemy. Arnold at the same time, advanced from St. Roch, along St. Charles street, expecting to meet Montgomery at the foot of Mountain Hill, and make a combined assault. Arnold was wounded by a shot fired by the sailors from the walls behind the *Hôtel-Dieu* Convent, at Palace Gate, and taken to the General Hospital. Captain Morgen took command and after taking the first barricade on *Sault-au-Matelot* street, near the foot of Dog hill, advanced along that narrow street and occupied the houses thereon, but was ejected by Colonel Caldwell assisted by Captain Dambourges a militia officer, and defenders of the second barricade at the top of St. James street, when the whole force surrendered. The Ameri-

can loss in killed and wounded was about a hundred; four hundred and twenty-six rank and file surrendered and were placed under guard in the Seminary. The remainder continued to occupy St. Roch till the 6th May, when reinforcements arrived from England and the siege was raised. Montgomery's body was taken to a house on St. Louis street, where it was laid out and whence it was next day removed and buried at the foot of the Citadel Hill, from which it was, many years afterwards, taken by permission of the Governor-General, to New York and finally interred with all the honors befitting the unfortunate, but gallant dead.

In 1832 and 1834, Quebec was visited by that dreadful scourge, Asiatic cholera. In the latter year the castle of St. Louis was destroyed by fire. On the 28th of May, 1845, the whole of St. Roch was also burnt down, and on the 28th June, in the same year nearly the whole of St. John and St. Louis suburbs suffered a similar fate. By these two fires over \$2,000,000 worth of property was destroyed. St. Roch, St. Sauveur, Champlain and the greater part of Montcalm and St. John's wards have also been since swept by disastrous conflagrations, which have effaced many of the old landmarks that were associated with the adventurous years of the seventeenth century. But those that have passed away have left their romantic history, while those by which they have been replaced and those which remain speak ever impressively of their early associations.

In 1837, Quebec was in a state of excitement, caused by the rebellion of that year. The militia were called out and the city placed under militia rule, but nothing of consequence occurred. One night, however, was heard a loud ringing of bells, and it was said that the rebels had risen and would sack the place. The cause of all this alarm was, nevertheless, very simple—the singeing of a pig in the Hôtel Dieu Nunnery yard. In the following year, Messrs. Theller and Dodge, two American sympathizers, who were imprisoned with three others in the Citadel, very cleverly effected their escape. Four of them let themselves down from the flag staff bastion, and Theller and Dodge succeeded in passing through the city gates and afterwards reached the United States.

In 1846, in the month of June, the theatre, formerly the Riding School, attached to the castle of St. Louis, and what is now called the Dufferin Terrace, was destroyed by fire during a performance, when the building was crowded and forty-five persons lost their lives.

Quebec has often been the prey of extensive conflagrations. In 1853 the Parliament Houses were burnt down, when a large library and museum were lost. The sittings of the House were then transferred to the church of the Grey Nuns, near Gallow's Hill, which had not then been consecrated. It, however, also fell a prey to the devouring element, and the sittings were afterwards held in the Music Hall,

in St. Louis street, since destroyed by fire on St. Patrick's night, 1900. The Parliament House was afterwards rebuilt in rather a flimsy manner, but was again destroyed by fire in 1882, and sittings are now held in the magnificent new structure on the Grande Allée, whose construction began in 1878.



**JESUIT'S CHURCH AND ESPLANADE.**

From old print.

Since the year 1867, the date of Confederation, Quebec has been the seat of government of the Province of Quebec and the residence of the Lieutenant-Governor, whose beautiful place, Spencer Wood, on the St. Louis road, is well worth a visit from the stranger.

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## General Aspect

VIEWED from any standpoint whatever, the general aspect of Quebec strikes and impresses the beholder. Standing out upon a natural eminence, whose base is washed by the majestic swell of the St. Lawrence, the dim, huge mass of the great rock and citadel—seemingly one grand fortification—at first absorbs the attention, when approached from the river side, which is always the best way to do so in order to obtain a comprehensive view of the whole beautiful panorama. Then, the details come out one after another. The firm lines of rampart and bastion, the shelving outlines of Cape Diamond, Dufferin Terrace with its light pavilions, the Wolfe and Montcalm Monument, the Governor's Garden, the Chateau Frontenac, the slope of Mountain Hill, the conspicuous pile of Laval University, the dark serried mass of houses clustering along the foot of the rock and rising gradually up the gentler incline into which these fall away, the quays, the large passenger boats steaming in and out from their wharves, all impress the stranger with the distinctive aspects of the quaint old city before he lands. But it is when he comes in actual contact with it, when he loiters through its curious streets or when he takes his stand upon its giddy heights that he grasps the



**CITADEL GATE.**

full charm of his surroundings and properly enjoys the magnificent panorama of beauty which unrolls itself to his eyes, while he recalls that he is in the most historical spot on the American continent and that wars for centuries have lashed around the citadel-crowned side of the great rock on which he is perched, and that all around him are the landmarks and traditions of a mighty past. True, in the onward march of progress, some of these landmarks, such as the ancient gates of the city, have yielded to the necessities of a later civilization and been replaced by modern and more ornate structures, which however, happily preserve Quebec's unique military character. But altogether the appearance of the old city is so strange in this modern age, so quaint and curious in every way, and so mindful of feudal times and of an Old World transplanted to the New, that the marked contrast which it presents to all the other cities of America is both delightful and instructive. And, as for scenic beauty, there is hardly in the world a grander outlook than that from the King's Bastion on the Citadel or from Dufferin Terrace below, the favorite promenade of the citizens.

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## How to Reach Quebec

QUEBEC is easily reached by land or water, by rail or boat. Railways, equipped with all the conveniences and luxuries of modern travel, radiate to and from it like the spokes of a wheel. From North, South, East and West, on both sides of the St. Lawrence, these iron bands connect it with the outside world. From the Canadian Atlantic seaboard and the Maritime Provinces, the Intercolonial, the Government railway, places its accommodation at the disposal of the visitor or tourist. From the West and South, the Canadian Pacific, Canadian Northern and the Grand Trunk, with their innumerable branches, feeders and connections with the entire railway system of America, their sumptuous palace and sleeping cars, and rapid express trains make the journey of the ancient capital of Canada one both of speed and pleasure. While the Quebec Central affords one of the most expeditious routes from and to the New England States. The Quebec and Lake St. John branch of the Canadian Northern enters from the north. There is also a water route to Quebec and Saguenay river, by the Canada Steamship Lines' steamers, and last but not least all the ocean going steamships.



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Its aim is to give to the Province of Quebec all first class roads, and, for that purpose, it needs the aid of the country. That cooperation should give good results. All the municipalities that wish to benefit of the advantages offered by the Government may apply the department of Roads, who will give them all the necessary details wanted.

## Hotel Accommodation

**T**O say that Quebec is equal in point of hotel accommodation to-day to any other American city, is no exaggeration whatever. In its Chateau Frontenac, it possesses a hostelry which, for beauty of site and luxuriousness of appointments, cannot be surpassed anywhere. It is a magnificent new fire-proof hotel, operated by the Canadian Pacific Railway Company, stands at the eastern end of a splendid esplanade known as the Dufferin Terrace, just below the King's Bastion of the Citadel, commanding delightful views of the St. Lawrence as far as the eye can reach,—down past the Isle of Orleans, across to Levis and beyond, up stream to Sillery; and, to the left, the country along the beautiful valley of the St. Charles River. The grandeur of the scenery is indescribable, it is matchless in diversity and charming in effect. No grander site for such a structure could be found on the continent, and it would not be easy to combine the advantages it possesses in any place the world over. This elegant hotel, on which over \$1,500,000 has been judiciously expended, and which has been enlarged for a second time on a most stupendous scale in order to make it rival the leading hotels of this continent to meet the increased demands of travel, is erected on an historic spot of

more than ordinary interest—the site of the old Chateau St. Louis, so famous in Canadian history, and once the vice-regal residence of the Governors of Canada, both before and after the conquest. "A massive, shapely edifice is this grand hotel on Dufferin Terrace," writes the well-known authoress, Faith Fenton. A veritable old-time chateau, whose curves and cupolas, turrets and towers, even whose tones of gray stone and dulled brick harmonize well with the sober, quaint architecture of our dear old Fortress City. Château Frontenac has been planned with the strong sense of the fitness of things. In exterior it blends with its surroundings, it is part of the wondrous picturesqueness. The magnificent outlook and luxury are so commingled that neither seems to have been sacrificed to the other. The architect, Mr. Bruce Price, must have a cunning brain to have thus devised this beautifully planned hotel and so mapped out the interior that all its offices and service rooms, even the main entrance hall, with its pillared gateway, look out upon the inner curve, leaving every bit of the outer circle, which faces the magnificent stretch of river and sky and far-off hills, to be devoted to guests' rooms. It was a clever and difficult planning; it required an equally clever and difficult furnishing for this splendid edifice possesses as many interior curves and corners as outer ones. It is delightfully unexpected in its ways. Rooms that are bow-shaped, crescent-shaped, circular rooms that are acute-angled, obtuse-angled,

triagonal, sexagonal—everything except right-angled. And then the stairways—they are everywhere, and equally pretty and unique in effect.

The tapestries that surround the dinning room of the Château Frontenac, consist of a repetition of five panels composing the “Foundation of Rome” series, the original of which is in the Royal Palace at Madrid.



MAIN ENTRANCE TO CHATEAU FRONTENAC.

From Court Yard.

In the first panel are to be seen Romulus and Remus, being suckled by a she-wolf and discovered by Faustulus.

After the death of Numa, King of Alba, Romulus

was enthroned and founded Rome, and these incidents are depicted on panel number two.

The third panel is a representation of the bringing of Hersilia before Romulus after the rape of the Sabines.

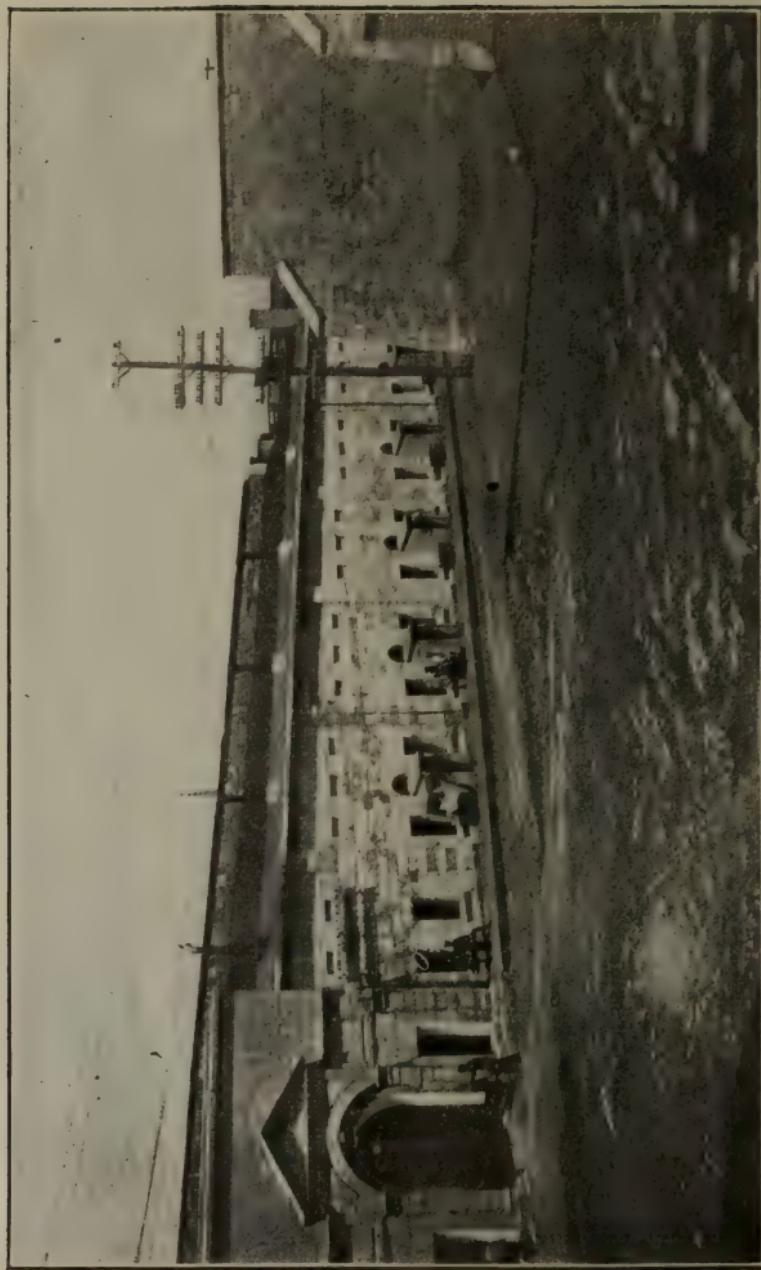
In the fourth panel, Romulus is shown in the act of administering law to the people, appointing lictors.

An intricate scene illustrative of the prosperity of Rome in the palmy days of her greatness, forms the subject of the fifth panel of the series.

In the enlarged and modernized Hotels St. Louis, Victoria, Clarendon and Blanchard, it offers to the visitor during his stay a home calculated to fully satisfy even the most fastidious and exacting. There are also a number of minor but comfortable hotels in Quebec, so that the point of accommodation in this important respect the old city can be fairly said to be fully up to the requirements of the times. To the tourist, who extends his trip to the watering places of the Lower St. Lawrence and far-famed Saguenay and Lake St. John, Hotel Lake St. Joseph, Laurentides House at Lake Edward, the Manoir Richelieu, at Murray Bay, the Chateau Saguenay at Chicoutimi, and the Tadousac Hotel can be safely recommended.

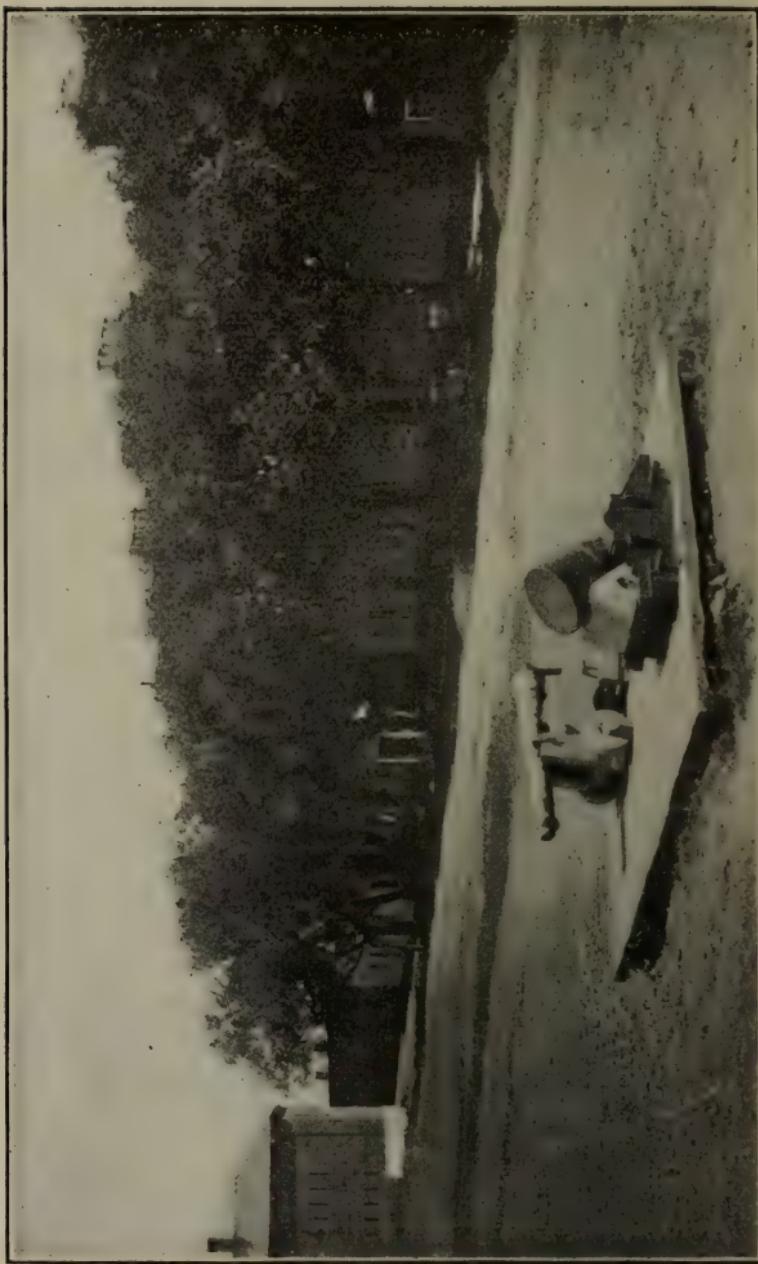
## Citadel, Fortifications and Gates

QUEBEC is still a fortress, originally garrisoned by the soldiery of Britain and at present by Canada's own regular troops, and though not now garrisoned by the soldiery of Britain, from the bastion of the Citadel there still floats the Union Jack, symbol of her power. Perhaps the most impressive view of what has been termed the "Gibraltar of America" is that from Dufferin Terrace. From this commanding position, half way up the slope of the historic rock, a fine view is had of the Citadel and the fortifications, which enwall it and its forty acres of parade ground, bastions and entrenchments on the highest point of Cape Diamond. Approached almost from any quarter, however, the fortress of Quebec inspires the visitor with awe. The fortifications are omnipresent. No matter from what point you look towards the ancient city, for eight or ten miles away, they are there still with their geometry outlined against the sky. Entrance to the fortress is gained by what is called the Citadel Hill and the Chain Gate, which gives access to the ditches, and by Dalhousie Gate which ushers the visitor to the heart of the Citadel. Passing across the parade ground, looking out upon the guard room and the officers and men's quarters, the King's Bastion is



ENTRANCE TO CITADEL.

gained, where the glorious spectacle, already referred to, bursts upon the delightful spectator. But hardly less fine is the outlook from the other parapets and eminences within the grim fortress. Behind the walls are casemated barracks for the troops, and these are loopholed for musketry, so as to command the ditches, while on the summits are cannon commanding all approaches to the city landward, and on the opposite side are batteries commanding the harbor. Powerful guns of large calibre and including guns of modern construction are here mounted, as also a huge Palliser. Across the Citadel square are the Governor General's Residence and the Officer's Quarters and Mess; stores for ammunition, stables and other buildings occupy the western portion of the square. Among the latter is the Artillery Museum, situated beneath the Commandant's Office, which will well repay a visit. The King's Bastion is over three hundred feet above the St. Lawrence. The French originally had wooden fortifications on Cape Diamond, and spent so much money upon them and upon the other defences of the city, together with what was boddled by Bigot and his assistants that Louis XIV is reported to have asked whether the fortifications of Quebec were built of gold. The first under British rule were constructed by the Royal Engineers, and fell into decay at the end of the century. Their reconstruction dates back to 1823, and was carried out according to plans submitted to and approved by the Duke of Wellington,



CITADEL SQUARE.—Bunker Hill Gun.

at a cost of about \$25,000,000. The guard rooms are located in the Dalhousie Gate, the barracks are casemated, and many of the other buildings are considered bomb-proof. At the easterly end of the officers' quarters, a substantial row of stone buildings overlooking the river, are the Viceregal quarters, where the Governor-General of Canada and his family reside during a part of the summer season in each year. In the centre of the square, tourists are shown a small brass cannon, captured by the British at Bunker's Hill. To the west of the Citadel are the Plains of Abraham, where was fought the decisive battle of 13th September, 1759. Three Martello towers, built in 1812, are to be seen, constructed weak towards the city, so as easily to be destroyed in the event of capture, and strong on the outer sides, having cannon mounted. Immense military stores are constantly kept ready for use at a moment's notice. In the event of the capture of the city, it would easily be destroyed from the Citadel. The Royal Canadian Artillery is now quartered there and seems but a handful in the immense fortress. It was by means of the halyard of the flag-staff on the King's Bastion that the American sympathizers, General Theller and Colonel Dodge, in October, 1838, made their escape from the Citadel, where they were prisoners. They had previously drugged the sentry, and contrived to get safely out of the city, despite the precautions of the commandant, Sir James McDonald, a Waterloo veteran. Nor does less

historic interest attach to the city's gates, even in their modern attire, which remind the visitor of the old military regime and which happily form part of the reconstructed line of fortifications. Of the six original gates to which a rich history clings, none now remains. The present two are St. Louis and Kent gates, erected in harmony with Lord Dufferin's plans for the embellishment of the modern city. The visitor will be grateful for the revival of these interesting heirlooms, though, historically, he will miss Hope Gate and Prescott Gate, the two quaint picket-flanked structures which marked the era of the British occupation of Quebec. Prescott Gate was sacrificed to the demands of commerce and to the thoroughfare which led up Mountain Hill from the Lower Town but Hope Gate was unnecessarily demolished for little traffic passed by that route. With these fell also Palace Gate, a relic of the earlier occupation of the city and once the portal that led to the palace of the French Intendants. Quite recently St. John's Gate has been taken down to enlarge and embellish John street. Happily, however, two of the more characteristic gates have been rebuilt and in a style that does credit to the taste of the public spirited Viceroy, who was instrumental in securing their restoration. These memorial structures not only form in themselves a series of interesting and picturesque archways, but agreeably diversify the scene in the stroll round the city ramparts which should not be omitted by the visitor.

The Esplanade is the name given to the expanse of verdure, fringed with graceful trees, which extends from St. Louis to Kent Gates and which is bounded to the west by the city walls. It was formerly a parade ground of the British troops until their withdrawal in 1871. A few dismounted cannon are all that now remain of its past glories.

The Grand Battery, which extends along the very edge of the cliff, from the top of Mountain Hill to Palace Gate, is also a very interesting sight with its rows of heavy guns commanding the river. The views of the harbor and surrounding country from it are also very fine. It may be mentioned that, on the river side, the city is defended by the following batteries apart from the Citadel: The Assembly Battery, 9 guns; the Grand Battery, 17 guns; the St Charles Battery, 2 guns and 3 bombs; Half Moon Battery, 1 gun; Hope Gate Battery, 4 guns; Montcalm Battery, 4 guns; Nunnery Battery, No. 2, 4 guns and 2 howitzers; Nunnery Battery No. 1, 2 guns and 2 howitzers. In addition to these, there are beneath the Dufferin Terrace, Wolfe's Battery of 4 guns and 1 Palliser cannon and two minor batteries with 4 guns.

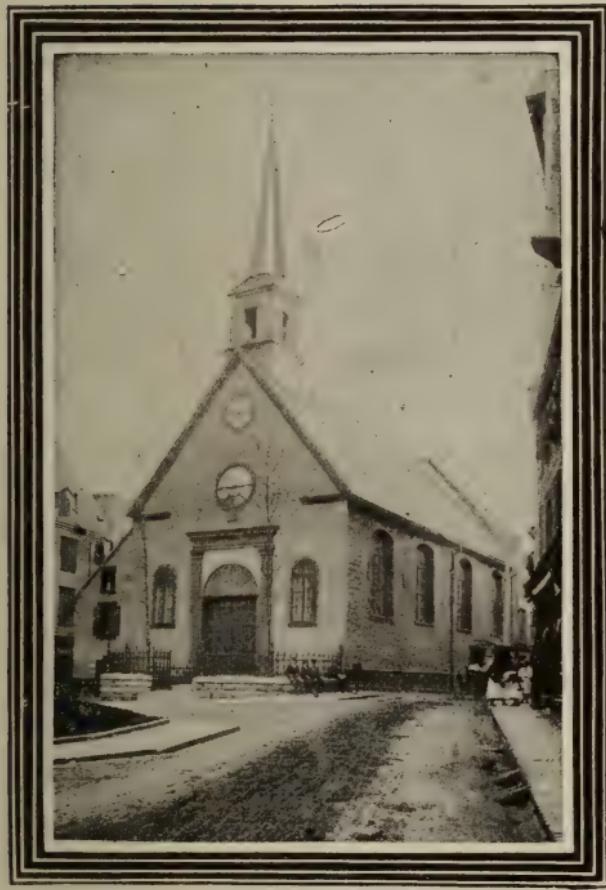
Quebec is also defended by the three powerful forts crowning the heights of Levis, referred to further on.

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## In the City

### NOTRE DAME DES VICTOIRES

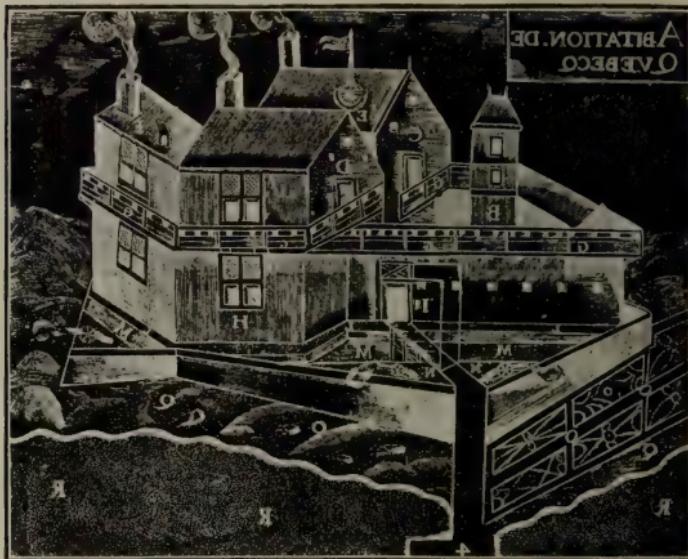
BEFORE ascending to the heights from the water-side the visitor should first take a look at the memorial church of Notre-Dame des Victoires, or the Little Lower Town chapel, as it is generally called by English speaking people. Architecturally, it is a comparatively insignificant structure, but it is nevertheless one of the most interesting historical edifices in Quebec. Erected in 1688, as may be read on its facade, and dedicated to Heaven in gratitude of the French for the memorable repulse of Sir William Phipps' attack on Quebec in 1690, and the providential escape of the town from surrender to Sir Hovenden Walker's formidable armada, wrecked on Egg Island, in the Gulf of St. Lawrence, in 1711, it stands close by the site of Champlain's original *abitation*, stores and gardens, destroyed during the first occupation of Quebec by the English under Sir David Kirke, in 1629 and was partially destroyed by the bombardment from Wolfe's batteries at Levis during the siege of 1759. It was rebuilt or rather renovated after the bombardment and still stands to-day an interesting relic of the past. It derives its name from the feast of Our Lady of Victoires, which is annually celebrated in it on the 7th October.



NOTRE DAME DES VICTOIRES CHURCH.

### CHAMPLAIN'S OLD FORT

CLOSE by this church, on the ground now built over, formerly stood the first building and defences erected by the founder of Quebec in 1608. These were called "Champlain's Habitation" or Habitation and consisted of quite a number of buildings, including his own residence or castle as governor of New France. This last was surrounded by a ditch, with draw-bridge, and the remaining buildings were used as residences for his companions, and as stores, workshops, &c., but every vestige of them has long since disappeared and even their precise site is still somewhat doubtful.



**CHAMPLAIN'S HABITATION,**  
Fort and Residence.

### CHAMPLAIN'S GRAVE

THE exact spot where the illustrious founder of Quebec, who died on Christmas Day, 1635, lies buried, is still an unsolved riddle, over which the local antiquaries have for many years puzzled their brains and waxed warm in their controversies. All that is certain about it, is that it is somewhere in close proximity to his first home here in the New World, but whether in the soil at the base of the cliff or on the heights above, is still unsettled, and will probably forever remain so.

### DUFFERIN TERRACE

THIS is undoubtedly the finest promenade on this continent and probably also in the whole world. It is legitimately the boast and pride of Quebec. It is a planked platform, with a handsome railing in front and juts out along the very brink of Cape Diamond over the river. Formerly, the platform was much less extensive and was called after an early governor of Canada, the Durham Terrace. But, under the memorable administration of Lord Dufferin, the extensions and improvements made, so changed the form and augmented the size of the promenade, that it was deemed only just to call it the Dufferin Terrace. This remarkable terrace extends for 1,500 feet, or over a quarter of a mile, and about sixty feet wide. It is under the shadow of the Citadel and overhangs, so to speak, all the lower portion of Quebec. From its railings, the tourist can look down from a height of about two hundred feet upon the river, and across the river to Levis and beyond upon a scene of unequalled and of most varied natural

beauty and magnificence. There are five kiosks, Plessis, Frontenac, Lorne and Louise, Dufferin and Victoria, upon the Terrace, apart from one much larger which is used as a band-stand, where on summer evenings, the military musicians from the Citadel discourse sweet tunes for the enjoyment of all who seek recreation upon the crowded promenade, whither flock in the evening the beauty and fashion of the old capital, and few are the cities which can vie with Quebec in the beauty of its women.

Being at an elevation of over two hundred feet, a magnificent panorama stretches beneath the observer, which at the first *coup d'œil* is almost bewildering. The River St. Lawrence, bearing on its bosom hundreds of vessels of every description, from the tiny canoe, which from such a height appears but a speck, to the terraced, palace river boat and the huge ocean steamship, flows, majestically onward to the sea. Opposite—in the distance—is the town of Levis, crowning cliffs as high as those of Quebec, and where may be seen the three immense forts erected by the English Government at a cost of 75,000,000 sterling, which render an attack from the south an impracticable, if not an impossible attempt. Amid the groups of houses are distinguishable churches, convents and schools, while eastwards is seen the spire of the church of St. Joseph, clustered round by a number of villas and cottages, and jutting out into the river the promontory called the "Point" or Indian Cove, once dotted by the wigwams of the Indians, but now inhabited by French Canadians. Towards the East, basking in the sunlight, is the Island of Orleans, once called the Isle of Bacchus, from the quantity of wild grapes which formerly flourished upon it, and again L'Isle des Sorciers, on account of the bad repute it had

gained in reference to evil spirits and ghosts, which, it is said, infested the island in times past. On either side the St. Lawrence passes onward under the name of the north and the south channels. On the north shore, forty miles in the distance, frowns Cape Tourmente, while as the eye follows upwards, along the shore are the villages of Ste. Anne, *La Bonne Ste. Anne*, as it is lovingly called by the villagers, Chateau Richer, l'Ange Gardien, Beauport, Montmorency and Limoilou. Nearly opposite the end of the island is the indentation, where rush forever the Falls of Montmorency over the precipice, and from which rises a pillar of fleecy mist. In the rear of all these tower, the Laurentian mountains, till their blue summits are lost in the azure of the sky. Beneath lies the Lower Town with its busy crowds. At the mouth of the St. Charles is the Custom House, Louise Docks, the Castle Garden of Canada, and immediately below the Terrace was the Champlain Market Hall demolished in 1911, to make place for the Union Railway Station.

Close by it is the church of Notre-Dame des Victoires, already described. At the foot of the cliff runs Champlain street, through which, on the 31st December, 1775, the gallant, but unfortunate American General, Richard Montgomery, endeavored to lead an attack on the city, but met his death in the street below the



Little Champlain Street

wooden sign with the inscription "Here Montgomery fell, 31st December, 1775." Prescott Gate, called after General Prescott, and demolished in 1871, stood at the spot where the city walls are divided, close to the foot of the steps. Opposite, once stood the Bishop's Palace, and where the first cemetery was established, from which, in late years, have been taken bones and articles of Indian workmanship.

### EXTENSION OF DUFFERIN TERRACE

THE Dufferin Terrace was greatly improved in 1900 by an addition of a public thoroughfare which connects it around Cape Diamond with the famous Cove Fields. The extension consists of a number of stairways leading from the west end of the Terrace to the King's Bastion on the Citadel and then proceeding around the fortifications walls to the large open plain on the west side of the Citadel, known as the Cove Fields, or the old Quebec Golf Club links. It is over 1800 feet in length and commands a grander view of the panorama surrounding Quebec than Dufferin Terrace. It was built by the Dominion Government and is an unique sight for visitors to inspect. It was opened on May 1st, 1900.

### CHAMPLAIN'S MONUMENT

THE monument is about fifty feet high. Champlain is represented with plumed hat in hand, saluting the Canadian soil as he lands, in the other hand are his titles as founder of the city of Quebec. This statue is 15 feet high and weighs 6,254 lbs., and faces the town. On the square pedestal is placed a bronze group in *alto-relievo* of great beauty. A female form representing the city of Quebec, seated at the foot



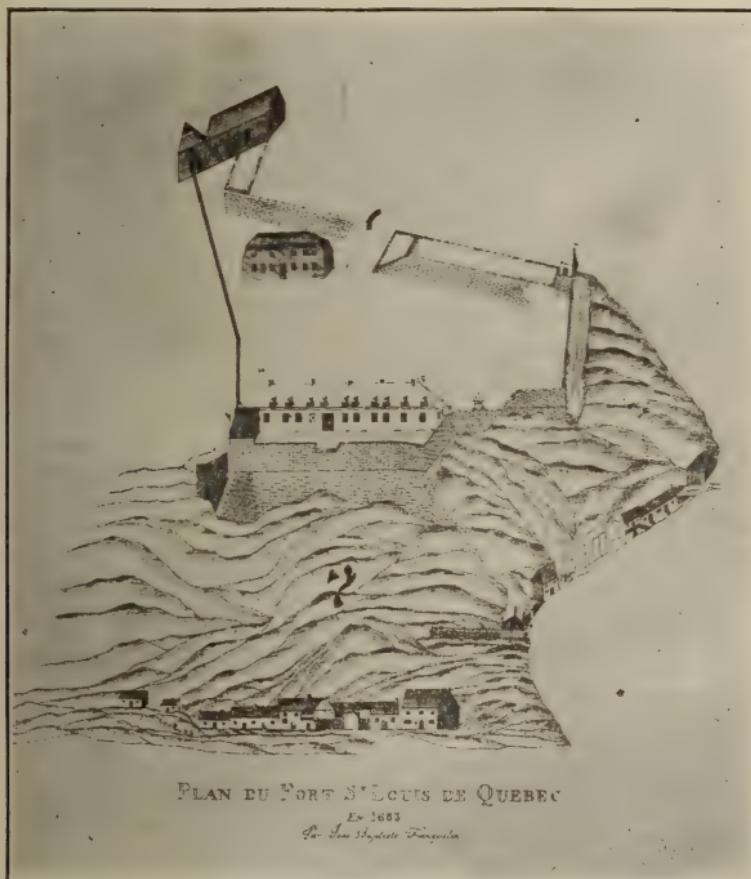
**CHAMPLAIN MONUMENT**  
And Dufferin Terrace.

of the monument, and looking up towards Champlain inscribes the name of the city's founder in letters of gold on the great book of Immortality; on her right, a child, representing the Genius of Navigation, typifies the profession of the great sailor and explorer; above these a Fame with wings outspread and trumpet in mouth proclaims the glory of the immortal founder of Quebec. On the upper part are the arms of Brouage, Quebec and Canada. On the lateral faces, is the inscription, in English and French respectively.

Here was the second clearing made by the pioneers of New France, and where Champlain erected the famous castle of St. Louis, from which he and his successors, the French viceroys before the conquest, exercised at one time a sway that extended from the Gulf of St. Lawrence to the Great Lakes and the mouth of the Mississippi. Here resided the French and English Governors until the destruction of the old building by fire in 1834, when it was occupied by Lord Aylmer. It was from it that stout old Governor Frontenac returned to Sir William Phipps' demand for the surrender of Quebec, the haughty reply that he would answer him from the mouths of his cannon.

The cellar of the historic old building is still to be seen under the wooden covering of the present Dufferin Terrace. An interesting feature of the Chateau Frontenac, which now occupies a part or its site, is the historic keystone bearing a Maltese cross and the date 1647, surmounting the archway of *porte-cochère*, St. Louis street. It is believed that the Original Order of Knights of Malta, intended to establish a priory in Quebec, and that the French governor Montmagny, himself a knight of Malta, laid the foundations of a house for his priory, and

that this stone was prepared to insert in its walls. In rear of the castle of St. Louis was the area on which stood a fort now covered by the Place d'Armes. This fort in the early days of the French regime was frequently attacked by the intrepid and ferocious Iroquois, who, having overthrown the outpost, more than once threatened the fort itself.



PLAN DU FORT ST. LOUIS DE QUEBEC

Ex 1683  
Par Jean-Baptiste François

SITE OF CHATEAU FRONTENAC, 1683.

## PLACE D'ARMES

THE Ring or Place d'Armes in front of the Chateau Frontenac is the place where the remnant of the Huron Indians, driven from the great lakes by their fierce and relentless foes, the Iroquois, took refuge for a time under the shelter of the French guns. During the French regime it was the *Grande Place*, where military parades and public meetings were held, as well as the fashionable promenade of those eventful times.

The historic spot is now covered with trees in the centre of which is a monument commemorating the 300th anniversary of the first missionaries arrival in Quebec while pathways cross through it at right angles.

## UNION BUILDING

AN edifice of more than ordinary interest, from its historical and social associations, is the Union Building, situated on the north side of The Place d'Armes opposite the Chateau Frontenac. Upon its site was the original vice-regal residence of *Gouverneur d'Ailleboust*, in 1649. Subsequently, in 1805, the present building was erected. A club of *Bons Vivants* composed of the most eminent men in the community, and known under the name of *The Barons' Club*, bided there and held its meetings in 1808 and later. It was occupied by the Parliament of Canada for many years as government offices. Within its walls originated the earlier legislation of the county, and also the defensive measures adopted to repel the American Invasion of 1812. In fact not one inch of ground in this neighborhood but is rich in memories of the past and it gives one a rare sense of antiquity, for all the world as if the clocks had stopped

one hundred years ago and more, when inhaling its atmosphere.

### WOLFE AND MONTCALM MONUMENT

BETWEEN Dufferin Terrace and the base of the glacis that leads to the Citadel, is a beautiful park, called the "Governor's Garden." It is small, but very picturesque. The chief attraction of this public garden is a huge shaft of granite, which in 1828 was erected to the memories of Wolfe and Montcalm. Its inscription is considered one of the finest pieces of memorial compositions in the country. The two heroes, one leading the French troops, the other cheering on the British detachments, met on Abraham's Plains one September morning, 1759, and there was decided the fate of Canada for all time. Gloriously defending the Lily flag of France, Montcalm fell mortally wounded, and in dying expressed his satisfaction that he did not see the surrender of Quebec. Heroic soul! In the arms of victory, with the dawning of British power in the land, Wolfe was killed, and in dying expressed his contentment to go, since he had won the great Dominion of the future for the land he loved and served so well. Immortal spirit! To-day the races of French and English-speaking Canadians blend in peace and honest emulation, and this monument, built to the memories of the victorious and the vanquished leaders, is an emblem of the union that has since sprung up in the land. The foundation stone of the Wolfe and Montcalm monument was laid on the 15th May, 1827, by the Earl of Dalhousie, the then Governor-General.

In 1871, the column was taken down and rebuilt



WOLFE AND MONTCALM MONUMENT.

at the expense of a few spirited citizens. The following are the inscriptions: On the front:

Mortem, Virtus, Communem,  
Famam Historia,  
Monumentum Posteritas  
Dedit.

Which may be translated as follows:

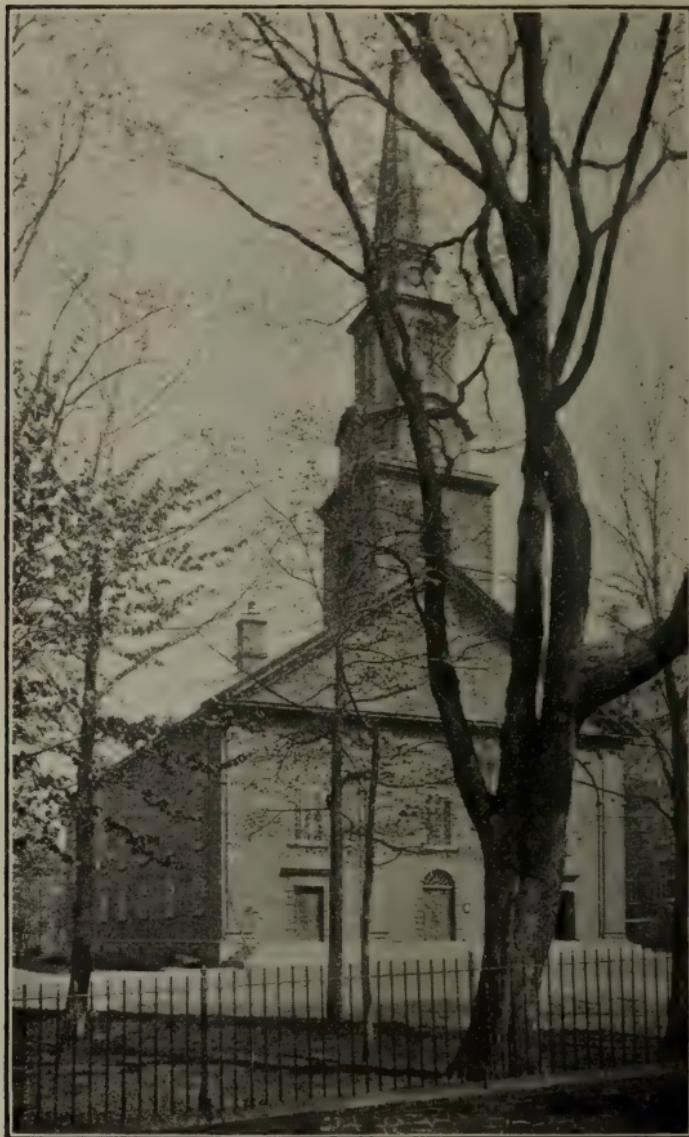
"Valor gave them a common death, history a common fame and posterity a common monument."

And on the rear of the sarcophagus:

Hujusce  
WOLFE ET MONTCALM.  
Fundamentum P. C.  
Georgius, Comes de Dalhousie:  
In serentrionalis Americæ partibus  
Ad Britannos pertinentibus  
Summam rerum administrans:  
Opus per multos annos prætermissum,  
Quid duci egregio convenientius?  
Auctoritate promovens, exemplo stimulans,  
Munificentia fovens,  
Die novembris xv.  
A. D. MDCCCXXVII,  
Georgio iv, Britanniarum Rege.

### ENGLISH CATHEDRAL

To the west of the Place d'Armes is the English Cathedral, built on the ground, where once stood the ancient church of the Recollets and their convent, which were destroyed by fire in 1796. The present building was consecrated in 1804, it is built in the Ionic style of architecture, and its mural monuments are very fine. In the north-east corner of the cathedral close by once stood the venerable elm tree,



ENGLISH CATHEDRAL.

under which Jacques Cartier first assembled his followers on their arrival in the colony, and there are now some magnificent linden trees ornamenting the enclosure. This elm was blown down September 6th, 1845. Before the erection of a Protestant church in Quebec, Protestant services were permitted at times by the Recollet Fathers in their old church.

After the congress the British Government confiscated the Recollet's property but permitted them to use it but after the fire the ruins were razed, and at the acquisition by the Lord Bishop Jacob Mountain, the first Anglican Bishop of Quebec, the British Government erected the present cathedral. Among other objects of interest which it contains are the old historic colors of the 69th British Regiment, which were deposited in it for safe keeping when Prince Arthur presented the regiment, then in garrison in Quebec, with a set of new colors. The Governor-General's pew, in which have worshipped at various times not only the British vice-roys of Canada, but various members of the Royal Family of England is situated in the north gallery. (*See Quebec Under Two Flags.*)

### THE COURT HOUSE

ANOTHER striking structure looking out on the Place d'Armes is the new Court House, one of the handsomest buildings of Quebec, also built on the Recollet property.

### POST OFFICE AND CHIEN D'OR

LEAVING the Place d'Armes and passing to the north by DuFort Street, the visitor comes to the City Post Office, erected in 1872, on the site of an old building, which had a world of romantic history connected

with it. The famous Golden Dog, a puzzle to so many, occupies its old position above the door on Buade street. Underneath the Golden Dog are the lines:

Je suis un chien qui ronge l'os,  
En le rongeant je prends mon repos,  
Un temps viendras qui n'est pas venu,  
Que je mordray qui m'aura mordu.

In demolishing the ancient structure, a corner stone was found, on which was cut a St. Andrew's cross between the letters PH. under the date 1735. On this was found a piece of lead bearing the following inscription:

NICOLAS JACQUES,  
DIT PHILIBERT,  
m'a posé le 26 Août,  
1735.



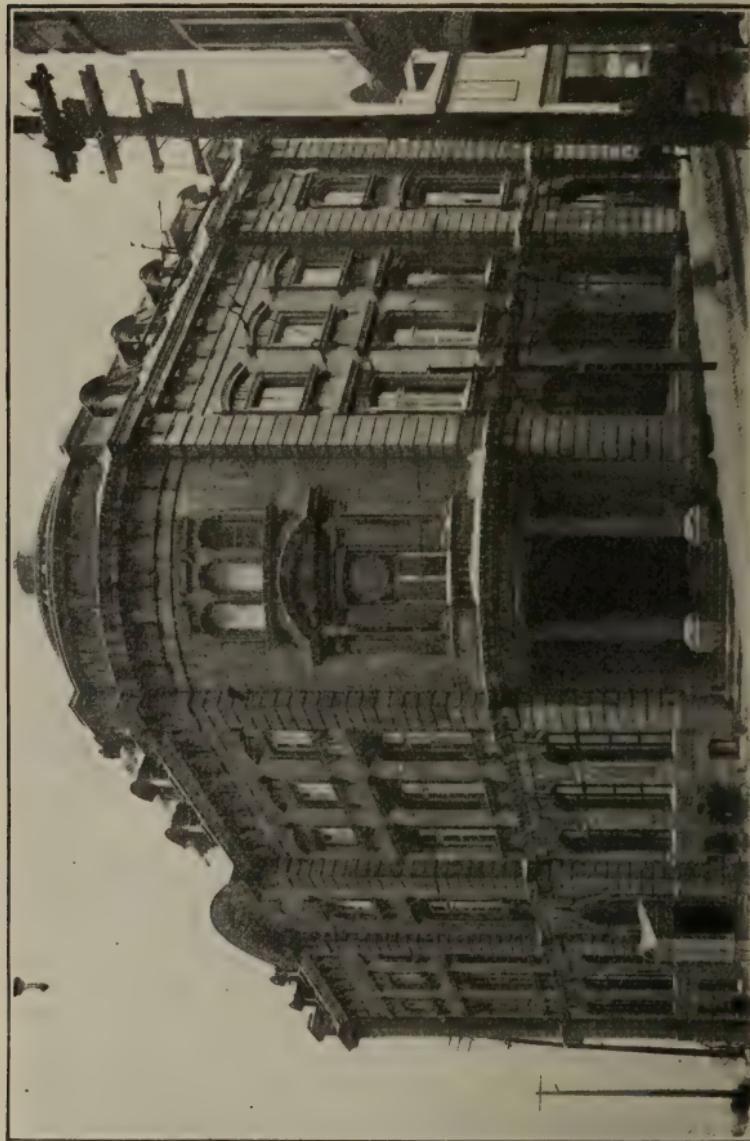
#### LE CHIEN D'OR,

A famous Historical Stone, now to be seen in the Post Office.

The legend in connection therewith is told as follows:—In this building lived a wealthy merchant

of the name of Philibert, who had many causes of complaint against the French Intendant, whose high position could not easily be assailed by the simple merchant without suffering severe retaliation; he therefore satisfied his revenge by placing the Golden Dog with the attendant lines, above his door. Among other things, the Intendant had organized a vast trade monopoly, which received the name of La Friponne, whose transaction and dealings were most oppressive to the people, and in this he was resisted and sometimes circumvented by Mr. Philibert. It is also said that to annoy Mr. Philibert, the Intendant, the famous Bigot, quartered troops upon the Chien d'Or. Be this as it may, a quarrel ensued beyween Mr. Philibert and Mons. de la Repentigny, a boon companion of Bigot, in which the former was fatally wounded and the latter fled to Nova Scotia, then Acadia, till he received his pardon fróm the King of France, Louis XIV, whereon he returned to Quebec. After the siege of 1759, he went to Pondicherry, where, meeting the son of his victim, he was killed by him in a duel. There are several versions of this tradition, but the above seems to be the most correct. (See *Quebec under Two Flags*, for the true narrative.)

A less tragic occurrence took place a few years later in the Chien d'Or building. Miles Prentice, who had come out as a sergeant in the 78th regiment, under Wolfe, opened an inn in the building, then known as the Masonic Hall, to which inn resorted all the fashionables of the day, among whom was in 1782 Captain afterwards Admiral Nelson, then commanding H.M.S. Albermarle, of 26 guns. Miles Prentice had a niece, Miss Simpson, daughter of Sandy Simpson, whose charms so captivated the embryo Admiral that, when his vessel had sailed

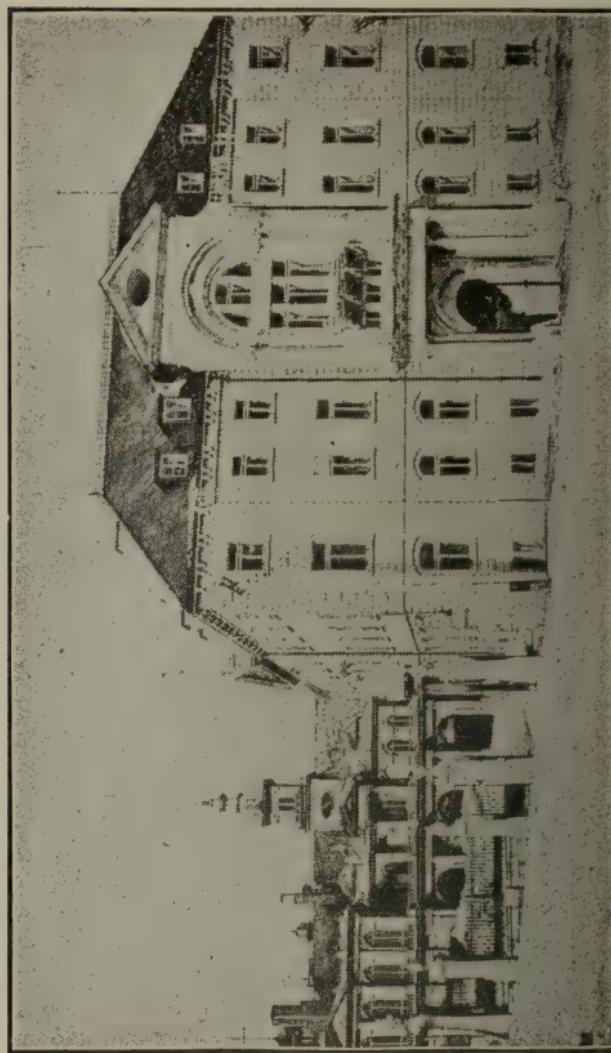


GENERAL POST OFFICE.

from port, he clandestinely returned for the purpose of wedding "the maid of the inn," which purpose was defeated by Mr. Alexander Davidson, then a Quebec merchant, who, with the assistance of his boat's crew, forcibly carried the amorous captain on board his vessel. This timely interference gained for England many a glorious naval victory, and lost for Lady Hamilton her good name. It was Mrs. Prentice who recognized the body of Richard Montgomery after the ineffectual attempt of December 31st, 1775. A horrible suicide is another of the incidents of the Chien d'Or. And it is also related that the Duke of Clarence, afterwards William IV, uncle of Queen Victoria, received a sound cowhiding, in its neighborhood, at the hands of an angry father, whose daughter the Duke had been pursuing with his attentions.

### OLD PARLIAMENT HOUSE

A PRETTY little park, shaded with green trees, and overlooking the hill and the river, now occupies the site of the old Parliament House, in which was held the famous Quebec Conference that brought about the Confederation of the British Provinces of North America. It was constructed in 1859 to replace a former one, originally built as a palace for the Catholic Bishops of Quebec and for many years used as the Parliament House of Lower Canada, and for the united Provinces of Lower and Upper Canada, but destroyed by fire many years ago. The building by which it was replaced, and which was used for a time until Confederation and the removal of the seat of the Federal Government to Ottawa as the Parliament House of Lower and Upper Canada, and afterwards as the building in which the Legislature of



ARCHBISHOP'S PALACE.

the Province of Quebec held its sessions, was totally consumed in 1883.

### CARDINAL'S PALACE

THE palace of the first Canadian Cardinal, His Eminence Cardinal Taschereau, and his successor the second Canadian Cardinal, His Eminence Cardinal Begin, of Quebec, also stands at the summit of Mountain Hill, where it dovetails with Du Fort street, to the street leading to Champlain's old fort and the Castle of St. Louis. It is a large and handsomely cut stone building, containing some splendid apartments, of which the most striking is the throne room, all the furniture and hangings of which are of cardinal red. The reception room, is richly furnished and filled with busts, statues and portraits given by the different Popes to the late Cardinal-Archbishop and his predecessors in the See of Quebec.

### THE BASILICA

CLOSE by is the Basilica or French Cathedral. And what a wonderful mediaeval edifice that cathedral is! It is ancient in its form, its towers, its cupolas, its peculiar roof, its vast proportions; it is the picture of some of those temples that one meets with in Spain or Germany. Interiorly it is all brightness. While the air of the past seems to cling to it, its white walls and gold decorations lend a richness to its appearance that serves to bring out in grander relief the numerous old master-works of art that adorn its walls. All the churches of Quebec—and there are many, for it is a city of churches—present the same clean, lively, white appearance that seems to render them perpetually young, despite the years

that have gone over them. Its construction was begun as far back as 1647; and mass was said in it for the first time in 1650, but it was 1666 before it was consecrated by Mgr Laval de Montmorency, first Catholic bishop of Quebec, whose See extended from



THE BASILICA

the St. Lawrence and the Arctic Ocean to the Gulf of Mexico and from the Atlantic to the Pacific, a vast territory out of which over sixty dioceses have since been formed. It is, in fact, the metropolitan church



INTERIOR OF THE BASILICA.

of North America. It was badly damaged by the British bombardment in 1759. In 1874, it was raised to the rank of a Basilica Minor. Its chancel or sanctuary is a copy of St. Peter's at Rome. The whole edifice is 216 feet in length by 108 in width and is capable of accommodating 4,000 worshippers. It contains some of the most remarkable objects of historic interest and most valuable works of art on this continent, which were conveyed from France to Canada by Canadian priests after the Reign of Terror in 1793. These objects chiefly consist of paintings, vestments and sacred vessels. Some of the vestments were the gifts of former Kings and Queens of France. The following are among the most notable of the paintings:—The Conception, after Lebrun, by an unknown artist; St. Paul by Carlo Maratti; Christ attended by Angels; The Flight of Mary and Joseph, a copy, by T. Hamel; Christ, by Van Dyck; Nativity of Christ, copy of Guido; Christ, submitting to the soldiers, by Fleuret; Pentecost Hymn; The Holy Family, by Jacques Blanchard; The Annunciation, by Jean Ristout; Ste. Anne and the Tomb of the Saviour, by Plamondon.

### THE SEMINARY CHAPEL

WHICH adjoins the Basilica, is a handsome new edifice only completed in 1891, and replaces that destroyed by fire in 1889 with a number of valuable art treasures, including a Saviour by Lagrence and a representation of the Ascension by Champagne. It also contains a number of alleged relics of the Saviour's passion, including portions of the cross, the crown of thorns, and the seamless robe, besides a rich reliquary presented to the Seminary by Pope Leo XIII, heavily jewelled and valued at \$50,000.

## QUEBEC SEMINARY

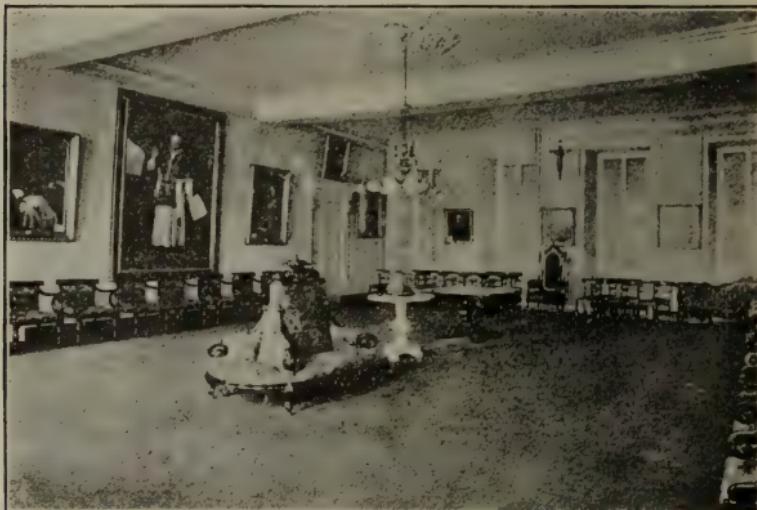
PASSING through the gate, the visitor finds himself on the Seminary square, on the three sides of which is the Seminary, which was founded in 1663 by Monseigneur de Laval, first bishop of Quebec, and which is particularly interesting to Americans as the scene of the confinement of the American officers taken prisoners during the siege by Montgomery and Arnold in 1775. The building was destroyed by fire on the 15th November, 1701, and was rebuilt and again destroyed on the 1st October, 1705, when it was again rebuilt but almost entirely demolished during the siege of 1759. The College is divided into the Grand Seminary, a school of divinity, having twelve professors and about 140 students, and the Minor Seminary, for general education, having about six hundred pupils, instructed by over fifty professors. Passing through the interminable corridors, the lower one of which is partly underground and lighted by barred windows, one becomes bewildered and might lose himself in the endless turnings and descents. One may easily imagine himself in the dim periods of the Middle Ages, an illusion rendered more vivid by the sombre figures of dark-robed priests pacing up and down the vast galleries. Bishop Briant's Private Chapel is still kept intact with its fine wood carvings and altar, all put together with wooden nails.

In the center of the quadrangle is a splendid elm tree planted by His Royal Highness Edward, Prince of Wales, during his visit to Quebec in 1860. Within the last few years a very large addition has been made to the buildings, which was very much needed to accommodate the great number of pupils attending

the Seminary. These with those of the Laval University occupy a large extent of ground in one of the finest portions of the city.

### LAVAL UNIVERSITY

FROM the Seminary, Laval University may be reached. The Seminary was founded in 1663, and Laval University is an outgrowth of that institution.



GRAND SALON, LAVAL UNIVERSITY.

Laval ranks amongst the leading universities of this continent. It has been called after the famous bishop Mgr. Laval de Montmorency, who endowed it liberally as did all his successors. Apart from the special building for the medical classes, and goedetic school and forestry, the main body of the University consists of an immense six story edifice that is about nine hundred feet in length and seventy in depth.

It looks down from the high rock—two hundred feet above the river—upon the most magnificent scene that nature combined with human invention can present in America. Its triple towers and its lofty cross-crowned cupola, seem to rise into the very heavens. Imposing as the edifice is from the outside it is a treasure house within. Its lecture halls, its professors' rooms, its classes of chemistry, physics, and mechanical science, filled with specimens of every modern invention or appliance, would suffice to keep a stranger hours in pleasant investigation. Its vast library, one of the most extensive and rare in Canada, is a treasure in itself. Its museum certainly surpasses anything of the class in the country. It is so extensive that four or five hours would be required in order to glance at the perfectly arranged and carefully catalogued relics and curiosities that it holds. But of all the treasure-departments of Laval, that of the art Gallery is the most wonderful. Before entering those lengthy halls, hung with the choicest specimens of painting, it would be well to visit the grand reception room where hangs the portrait of the present Pope. The different paintings in that parlor are all from the brushes of masters and on a large central table, in a magnificent gold-bound casket, is the charter of the University and documents proclaiming its canonical erection. In that hall, did King Edward—The Prince of Wales—Lord Dufferin, the Marquis of Lorne and Her Royal Highness the Princess Louise, Bishop Conroy, the Papal Delegate, and others hold receptions. In the gallery of painting itself there are several originals from the brushes of the great masters. There are four Salvator Rosas, three Teniers, one Romenelli, one Joseph Vernet, one Puget, two Van Dykes, one Poussin, one Lesueur,



**LAVAL MONUMENT.**



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two Parrocel, one Tintoret, one David, and a large number from other equally celebrated artists. In a word, Laval University is one of the great glories of old Quebec. It was erected in 1857 and is separated from the "Pavillon des Facultés", as is also the School of Medicine. The University has four chairs: Theology, Law, Medicine and Art, there being 100 professors, and over five hundred students, 26 colleges and seminaries are affiliated with the University. There are several large halls containing the Museums of Geology, Natural History, Arts and Sciences. The Picture Gallery is yearly receiving large additions, while the library is the largest in Canada, and is rich in valuable MSS relating to the early history of the country. From the promenade on the roof a magnificent view of the valley of the St. Charles and down the St. Lawrence can be had. The remains of Monseigneur de Laval, which had been interred after his death, 6th May, 1708, in the Basilica, and afterwards exhumed and reinterred in the same place by Mgr. Pontbriand, were discovered during some excavations in the Basilica in 1877 and were placed in Seminary Public Chapel with great ceremony and pomp on the 23rd May, 1878, a procession bearing the remains and visiting the four churches which it is said were called at by the first funeral cortège the Seminary Chapel, the Ursuline Chapel, the Congregation Chapel, and the St. Patrick's Church, in lieu of the Recollet Church, no longer in existence. On this occasion many minute guns were fired from the old Jesuit Barracks yard, by the Volunteer Field Battery.

### THE MARKET SQUARE

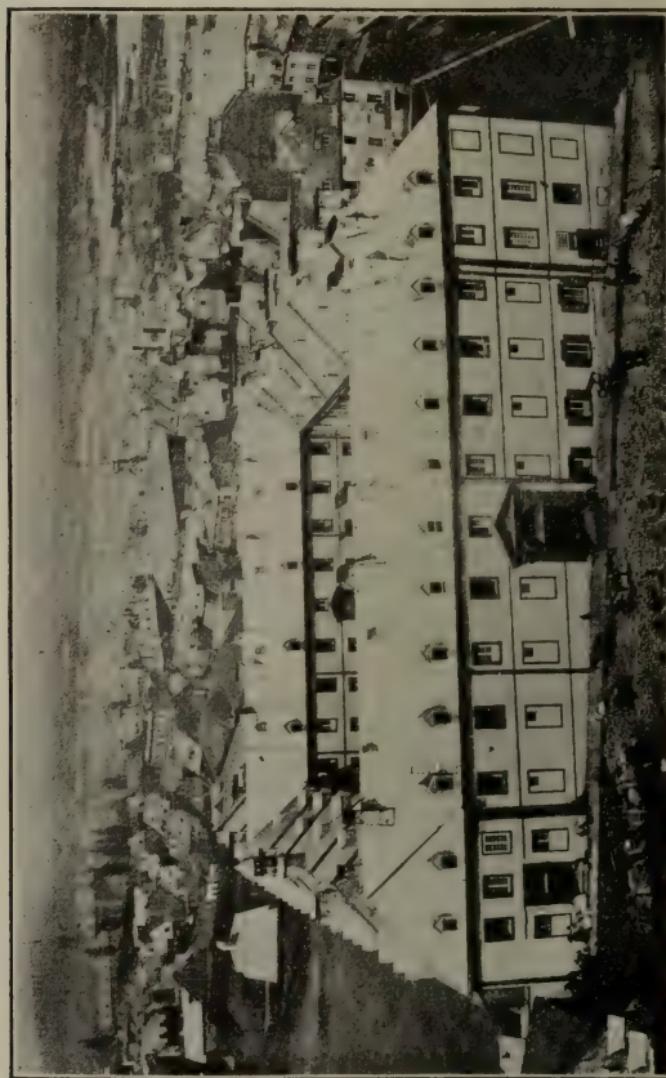
IN front of the Basilica, one of the most venerable and historic churches in America, the tourist will



notice a large open space that was apparently once a market or public square, but is now planted in grass, the public pathways leading through it making the form of a Roman cross. It served in its time the purpose of both. Among the buildings on its southern side, there is still one used as a restaurant, which was the first public inn or hotel opened in Quebec, as far back as 1647. It was kept by one Jacques Boisdon, under the sign of the Baril d'Or or Golden Barrel, with a legend which was a play upon my ancient host's name "j'en bois donc" (Therefore I drink) Jacques Boisdon had the right by deed, signed by Mr. d'Ailleboust, Father Lallemand, and the Sieurs Chavigny, Godfroi and Giffard, to serve his guests, provided it was not during mass, the sermon cathechism, or vespers. To the north of the square is the store of Messrs. Fisher & Sons, upon the site of which in 1810, resided General Brock, the hero of Queenstown Heights. The old original buildings were demolished in 1901 to make way for a modern structure.

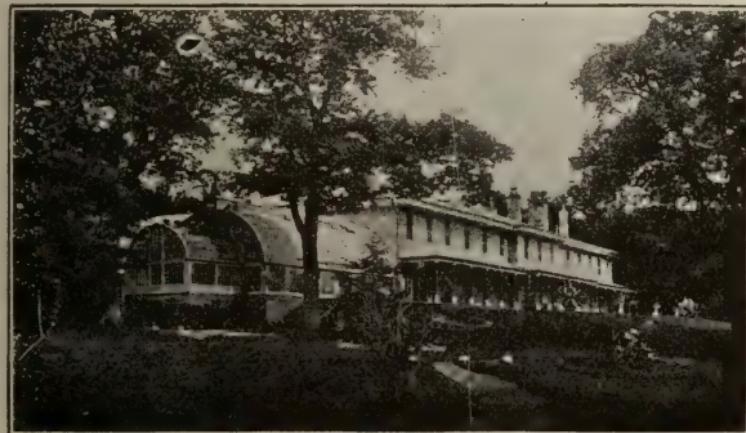
### THE OLD JESUITS' COLLEGE

ON the western side of the square there stood, until 1878, the famous Jesuits' College, built in 1635, one year before Harvard; the oldest institution of its class upon this continent occupied for two hundred and fifty odd years that spot. It was subsequently in 1763 seized and turned into a barrack for British troops, and finally, when it was destroyed, it took a considerable time to tear the walls to pieces. Picks, powder, and dynamite were used and still the stones, that had been cemented to last for centuries, resisted the hands of the demolishers. It was the first institution of education—in the form of a college—



THE OLD JESUITS' COLLEGE.

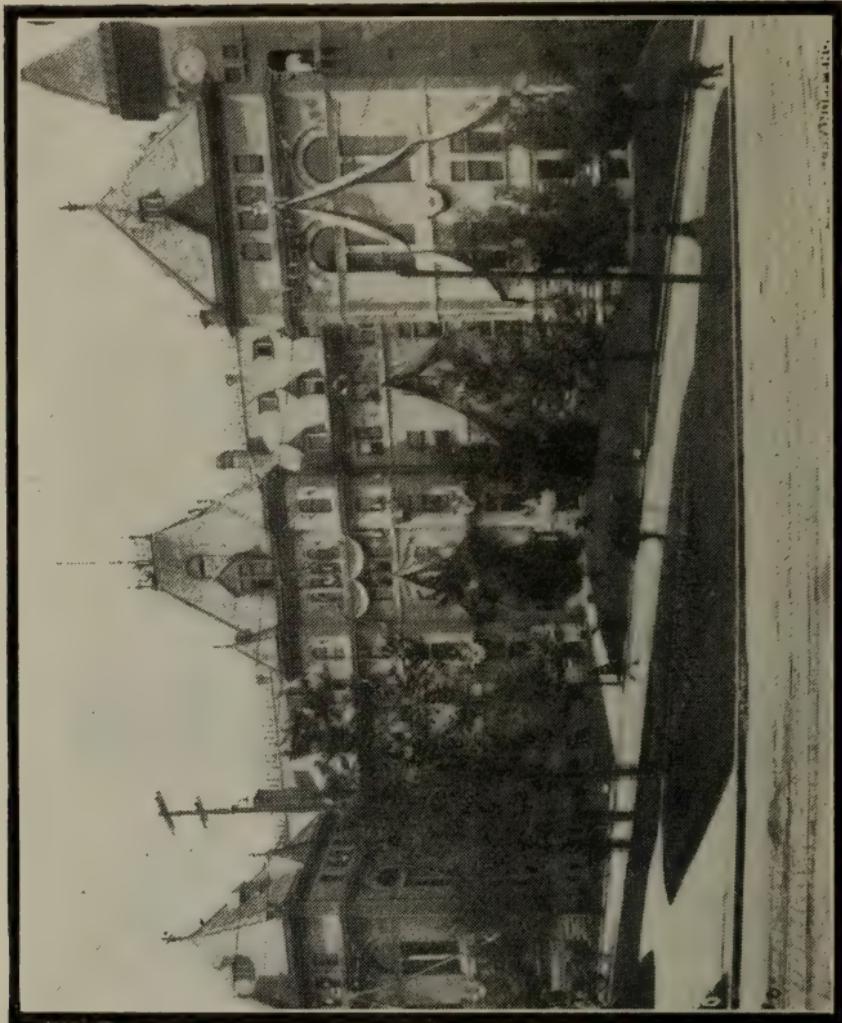
built in America. Inside its walls, and under its roof, the famous martyrs, Lallemand, de Brébœuf, Noué, Jogues, Daniel and Vipont taught. There, too, did Marquette draw his plans of discovery that led to the establishment of Christianity on the Banks of the Mississippi. In levelling the foundations of that part of the building that formed the private chapel of the Jesuits, the workmen discovered, still resting upon the remains of the coffins in which they were interred, nearly two and a quarter centuries



**SPENCER WOOD.**

Residence of the Lieutenant-Governor.

before, the skeletons of the only three members of the Jesuit Order ever interred there, namely, those of Brother Jean Liegeois, the architect of the structure that for 224 years was both his monument and tomb; of Father Jean de Quen, the founder of the Tadoussac Mission and the discoverer of Lake St. John, and of Father François du Peron, one of the most active



promoters of the Jesuit Mission to the Hurons. All three skeletons were perfect to the smallest bone, when found, with the exception of that of Frère Liegeois, which lacked the skull. His cold-blooded murder by the Iroquois, invaders of the Christian Huron settlement at Sillery occurred on the 29th May, 1655. His head was severed from his body and carried some distance away, and his scalp borne off in triumph. The three skeletons in question, after having mysteriously disappeared for nearly twelve years, were finally interred in a vault in the Chapel of the Ursuline Convent, on the 12th May, 1891. A magnificent public funeral marked the translation of the remains, and the Government of the Province of Quebec erected a mural monument bearing a suitable inscription to their memory, in the sanctuary in question and almost immediately opposite to that in memory of General Montcalm. In 1888, the late Prime Minister Mercier passed an act through the Provincial Legislature to compensate the Jesuits for the loss of this and other of their property in Canada, which had long ago been declared forfeited to the Crown. A good deal of bigotry and fanaticism was aroused throughout the country by this settlement, but, though strongly urged to veto the measure, both the Government at Ottawa and Lord Stanley of Preston, the then Governor-General, declined to do so.

### NEW CITY HALL

QUEBEC's new City Hall, which occupies a large portion of the site of the old Jesuits' College or Barracks as it was for some time termed, stands therefore on doubly interesting ground. It is an altogether new structure and of very striking and handsome propor-

tions and appearance befitting the headquarters of the city government. It is of a mixed style of architecture with the Norman predominating, and measures 200 feet upon the old Market square, 120 upon Ste. Anne street and 178 upon Fabrique street. It contains not only the City Council chamber and the mayor's offices and those of the civic administration, but the Recorder's Court, and the central police, fire and fire alarm stations. The city is chiefly indebted for it to the energy and enterprise of Hon. S. N. Parent, ex-Premier and Minister of Lands, Forests and Fisheries of the Province of Quebec during his six years reign as Mayor of Quebec from 1900 to 1906, assisted by a progressive City Council. The cost of the building was \$150,000.

### THE HEBERT MONUMENT

THIS monument erected to the glory of Louis Hebert, and which is situated at the corner of the City Hall garden, between it and Ste. Anne Street, is the work of the French-Canadian sculptor Alfred Laliberte. It represents the first colonist of Canada, standing on the pedestal, offering to the God of Harvest, the first sheaf of wheat harvested from Quebec soil. At the base of the pedestal, to the left, we see a group of children surrounding the courageous wife of Louis Hebert, Marie Rollet, justly considered as the first teacher in the country; to the right is represented, full of nobility and pride, the son-in-law of Louis Hebert, Guillaume Couillard, the first to till Canadian soil.

The base of the monument is also ornamented with sheaves of wheat, and bears the arms of the city of Quebec, and the Province, with the device "Je me Souviens", and that of the first family with the following inscription "Dieu aide au premier colon."

On a brass plate are inscribed the names of the first colonists of Quebec.

The monument is seventeen feet high; the statue itself measures eight. This work cost about \$17,000, subscribed among the population of the Province of Quebec. The Provincial Government and the municipalities of Quebec and Montreal also subscribed substantial amounts.

The land owned by Louis Hebert, comprised in Upper Town, all the land now belonging to Laval University, the Basilica, the Seminary, and the residences on Couillard and Hebert streets. By the concession made to him of this land, Louis Hebert became the first seigneur of New-France. At the same time he was owner of another tract of land on the St. Charles River.

### COMMERCIAL ACADEMY

THE Commercial Academy exists already for sixty years, but its beautiful building, erected on Chauveau Avenue, dates but one year back. It is certainly one of the largest buildings in the city; it is also one of the most modern from all points of view. Some of its halls, such as that occupied by the physic culture; the gymnasium hall, the commercial hall with its banking system are perhaps the finest and most spacious existing in Canada. This building can accommodate 400 pupils, of which 200 are boarders. It cost \$200,000, and the plans were made by Mr. G. R. Tanguay, architect. It was finished in March 1919.

The building is situated near the new City Hall, and its high structure dominates all points of the city. The pure air breathed in this section of the Ancient Capital, the beautiful view in the distance

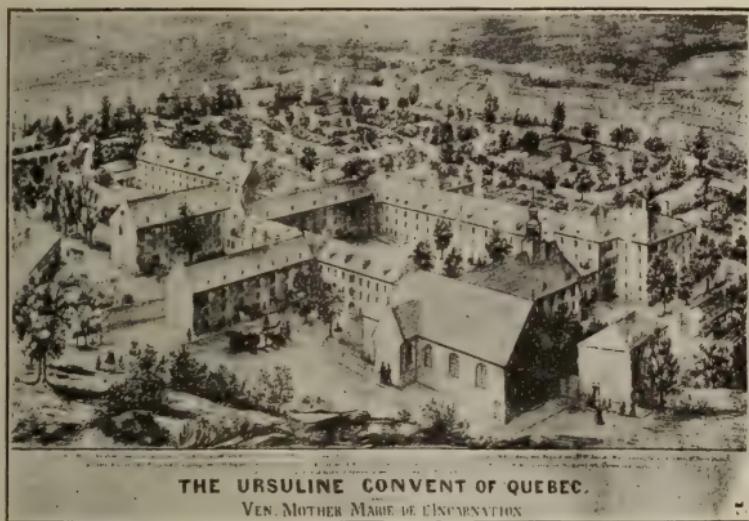
with the Laurentides in the North and the beautiful stretch of river and country, all go to make it one of the most hygienic and beautiful spots in the Province.

The Commercial Academy of the Christian Brothers, Chauveau Avenue, was founded in 1862. First situated in d'Auteuil Street, it was later on transferred to Elgin Street, and since 1891 occupies a portion of a large piece of ground, which was formerly owned by the Rev. Jesuit Fathers. Nearly all leading men in this district received their education in this institution, which gives a superior and commercial course in both languages.

On the roof of the Commercial Academy building, from which an unrivalled panorama is in sight, on account of its high situation, promenades have been laid out.

#### URSULINE CONVENT

THIS convent founded by Madame de la Peltrie, a pious French lady, in 1639, is the most ancient in Canada. Built in 1641, it was destroyed by fire in 1650, again in 1686. On both these occasions, the Ursuline nuns were received by the Hospitalière Nuns of the Hotel Dieu. It was again rebuilt, the whole colony assisting in its reconstruction, so loved and esteemed were Madame de le Peltrie and the Ursulines. The convent has been greatly enlarged during latter years. The convent buildings, a pile of massive edifices of stone, two and three stories high, are erected on ground covering an area of seven acres, surrounded by St- Louis, Ste- Ursule, Ste- Anne and Garden streets. The entrance faces the end of Parloir street. The chapel, which is 95 feet long and 42 broad, is plain outside, but the interior is pleasing though simple. On the right of the principal altar is seen a large grating, which separates



THE URSULINE CONVENT OF QUEBEC.

VEN. MOTHER MARIE DE L'INCARNATION



URSULINE CHAPEL,

Where Montcalm was buried.

the church from the choir, in which the nuns, who are cloistered, attend divine service. No man, not even the chaplain, is allowed to enter the cloister, save the Governor of the country and members of the Royal Family. The sisterhood of the convent number nearly a hundred, and its educational system is justly renowned. The daughters of leading Canadian and American families are amongst the 250 or so of pupil-boarders in the institution, and there are also a large number of day pupils. Fraser's Highlanders were stationed in this convent during the winter of 1759, following the capture of Quebec, and the table on which the first sentence of death was signed by the British authorities against a woman, Madame Dodier, for poisoning her husband, is still to be seen in the rear part of the convent. But to tourists the most attractive feature of the institution is the chapel, which contains the mortal remains of Montcalm and what are claimed to be the following relics:—The body of Dt. Clements from the Catacombs of Rome, brought to the Ursulines in 1687; the skull of one of the companions of St. Usula, 1675; the skull of St. Justus, 1662; a piece of the Holy cross, 1667, a portion of the Crown of Thorns brought from Paris in 1830. General Montcalm was buried here on the day following the fatal yet glorious fight of the 13th September, 1759, on the Plains of Abraham. His appropriate tomb was an excavation in the rock formed by the explosion of a shell. Le Moine relates that in 1883 it having been found necessary to repair the wall, an aged nun, Sister Dubé, who had, as a child, attended the funeral, pointed out the grave of Montcalm. The skeleton was found intact, and the skull placed in custody of the chaplain, who keeps it preserved in a glass case. A monument to the memory of the great General.

erected September 14th, 1859, with an epitaph prepared in 1763, by the French Academy, deserves attention. Another was erected to his memory by Lord Aylmer in 1832, bearing an inscription of which the following is the translation:

HONOR  
TO  
MONTCALM!  
FATE IN DEPRIVING HIM  
OF VICTORY  
REWARDED HIM BY  
A GLORIOUS DEATH!

There are many valuable paintings in the convent, including among others the following:

Jesus sitting down at meat in

Simon's house..... Ph. de Champagne.

Death of St. Jérôme.....

Bishop St. Nonus admitting to

penance Ste. Pélagie..... J. Prudhomme, 1837.

The wise and foolish virgins... From Florence.

The miraculous draught of

fishes..... De Dieu, 1741.

The Virgin, the Infant and St.

Catherine.....

St. Theresa in ecstasy.....

The Annunciation.....

Christ's Adoration by Shep-

herds.....

The Sacred Heart.....

The Saviour preaching.....

The Saviour preaching..... Champagne.

The portrait of the Saviour ac-

ording to St. Luke.....

The Virgin and Infant.....

Redemption of Captives at Al-

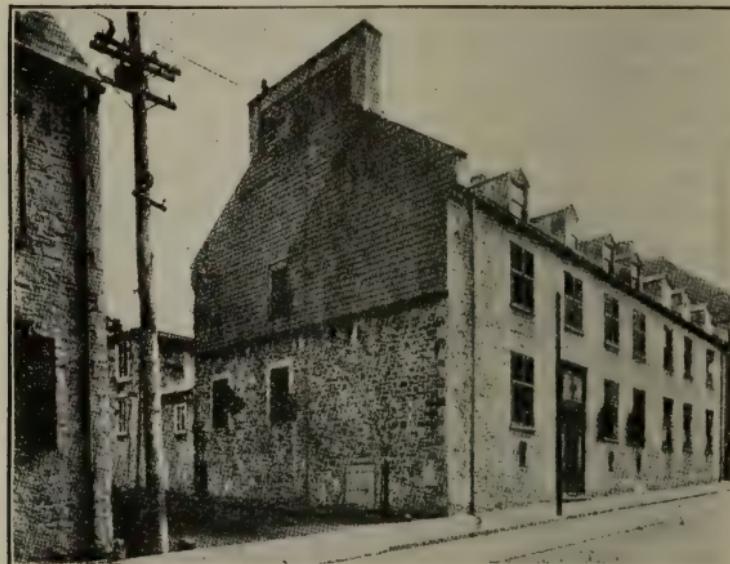
giers, by the Reverend Fa-

thers of Mercy..... Ristout.

France offering religion to the Indians of Canada, an allegory by a Franciscan, 1700..  
St. Peter concealing himself to witness the sufferings of Christ..... Spanish School.

### ST. LOUIS STREET

THIS was the fashionable thoroughfare of old Quebec in the latter days of the French regime, as it is yet the residence of many of the leading citizens. On



MADAME DEPEAN'S HOUSE.

his way from the Dufferin Terrace or the Ursuline Convent to the Citadel, the visitor passes through it and many of the buildings on it or their sites are of great historic interest. The old City Hall recently

demolished on the corner St. Louis and Ursule streets, Close by is the site of the house of the cooper Gaubert, to which General Montgomery's body was taken on the fatal 31st December, 1775, and where it was laid out for the grave. Further down on the opposite side is a large building known as the old Officers' Quarters, this house was owned at the conquest by Dr. Arnoux the garrison surgeon, who resided there. It is said that Montcalm was taken to that house by Dr. Arnoux Junior and died there. Dr. Arnoux senior was in Montreal at that time. The Intendant Bigot, with his usual liberality with things not belonging to him, presented it to his mistress, the beautiful Madame de Péan, née Angélique de Meloise, the wife of de Péan, Bigot's chief assistant in all his nefarious transactions. After Bigot had returned to France stripped of his honors and of his ill-gotten wealth, and branded with the name of thief, Madame de Péan was not forgetful of her quondam lover, but out of the spoils she had managed to keep safe, allowed him a moderate competency. Mr. Kirby, in his historical romance, "The Golden Dog," has woven an exceedingly intricate and exciting plot out of the loves of these two personages. The residence of the fair and proud Angélique became, under English rule, quarters for officers not residing in the Citadel, and the buildings in rear were used as the Military Hospital. In rear of this is a hill called Mount Carmel, on which at one time stood a wind-mill turned into a tower of defence by a heavy cannon mounted thereon for the protection of the colony against the inroads of the warlike Iroquois. The wind-mill has disappeared, but in the spring-time the lilac trees on its summit present a most delightful sight. Other interesting buildings in this street are the Kent House, now used as lawyers'

offices, and The Little Shop, but formerly the residence of the Duke of Kent, father of Queen Victoria; the Masonic Hall on the ground floor of which F. S. Stocking has his popular office for the issue of tickets by all railway and steamship lines in Canada, the United States and even in Europe; the Old Union Club, which served in 1812-13 as a place of



GARRISON CLUB.

confinement for the American prisoners taken at Detroit, and the Garrison Club, at the foot of the Citadel Hill. In Garden street close by and facing the chapel of the Ursuline Convent, is the site of Madame de la Peltre's house. It was through this street also, that Theller and Dodge passed after their perilous escape from the Citadel on their way to Hope Gate.

### SOUTH AFRICAN MONUMENT

The Soldier's Monument, erected on the Esplanade, directly opposite the Garrison Club, was unveiled on the 15th August, 1905. It was erected by the citizens of Quebec to the memory of the gallant young heroes who lost their lives in defending the British flag in the memorable Boer War. The unveiling was performed by His Excellency Lord Grey, Governor-General of Canada, in the presence of one of the most distinguished assemblage of persons ever witnessed in this city. There are two bronze tablets attached to the monument, on one of which is found the following inscription:—

Not by the power of commerce, art or pen, shall our great Empire stand; nor has it stood, but by noble deeds of noble men, heroes outpoured blood.

On the other tablet is found the names of the men who met death on the South African veldt. The sculptor is Mr. McCarthy.

### GENERAL MONTGOMERY

To Americans especially, everything connected with their gallant, but ill-fated countryman, General Richard Montgomery, who fell in the night attack by the American revolutionary forces on Quebec on the 31st December, 1775, is of deep interest. The spot where he fell, the place to which his body was taken and laid out for interment, and the ground in which it lay buried for forty-three years, are rightfully sacred in their eyes. From the Dufferin Terrace, the narrow pass in Champlain street, immediately below the Citadel, where he, and his two aides-de-camp, Majors Cheeseman and McPherson,

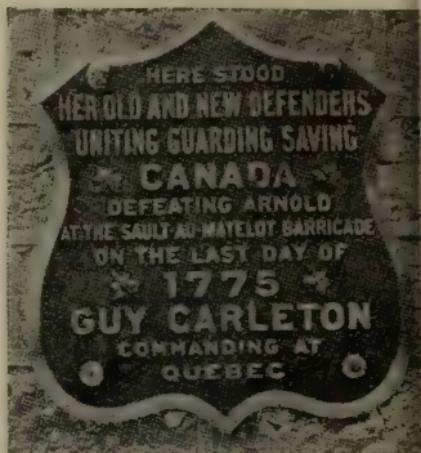


**SOUTH AFRICAN MONUMENT.**

and ten of his brave soldiers were mowed down by a murderous discharge of grape and canister from the British blockhouse guarding the pass, can be easily seen. But if the visitor wishes to have a nearer view of it, he must go down into Champlain street, or if he watches for the signboard on the face of the cliff, marking the fatal spot, as he passes up or down the river on the many steamers of the Richelieu and Ontario Navigation Company, it can be easily perceived. This signboard, which is painted black and which bears the inscription on raised gilt letters: "Here Montgomery Fell Dec. 31st, 1775," was put up many years ago by some of the generous-hearted Irish Canadians residing in that part of the city, who raised the money necessary by a subscription among themselves. Through the exertions of the Quebec Literary and Historical Society, during the month of December, 1904, two bronze tablets, were placed in commemoration of Montgomery and Arnold's defeat by the English on the 31st December, 1775. One of those bronze tablets was placed on the rock under Cape Diamond: (1), and the second one was placed in the Molson's Bank, corner St. Peter and St. James Streets: (2.)

The wording of the above inscription is designed to bring out the notable fact that there were only fifty men on the British side, defending this barricade against Montgomery, who had a force variously estimated at from 500 to 700. These are described as "undaunted" because, apart from their gallantry in repelling the assault, they had been long exposed to the invaders' threat of treating them with the utmost rigor of war if they persisted in their allegiance. And, though they could not have realized it at the time, they were then the only means of "safe-guarding" the great Dominion of to-day.

The men at the Sault au Matelot barricade are called "Her old and new defenders" because the different racial elements of both the old and new regimes were here "uniting" for the first time in history, and thus "guarding" and "saving" the Canada of their own day and of ours. Among them were Frenchmen, French-Canadians, Englishmen, Irishmen, Scotchmen, Welshmen, Channel Islanders and Newfoundlanders, who each and all bravely took their dangerous share of Empire-building in a peri-



lous time, which seemed to offer them no other honors and rewards than those of lost causes and a gallant despalr.

Mention has already been made of the site of the old house on St. Louis street to which Montgomery's body was taken next morning and laid out for interment. This old house was in existence until only a few years since, when it was taken down and replaced by a handsome modern building, which is owned and occupied by the family of the late Che-

valier Baillargé, the ex-City Engineer. Until recently it bore an inscription on its front indicating the historic importance of the site. Further up St. Louis street, and immediately to the southward of St. Louis Gate, on the side of the green slope which skirts the Citadel hill, is the old British military prison, now a military storehouse. In the yard of this storehouse, marked by a small boulder, is the spot where Montgomery's body was buried and where it remained for forty-three years until, with the consent of the British Government, it was given up to his sorrowing widow and taken to New York, where it was finally interred in St. Paul's church with military honors, at the expense of the State. The bodies of the General's two aids, Cheeseman and McPherson, were interred in their clothes near the spot where he was laid, and, in the course of some excavations in the yard of the old military storehouse some years since, a part of what are believed to be their bones, were found. At the suggestion of Quebec's historian, Sir James Le Moine, they were submitted to one of the city's leading surgeons, who declared that they must have formed part of the framework of men several inches or more over six feet in height, which both Cheeseman and McPherson are known to have been. There is good reason therefore to conclude that the bones in question are relics of these gallant, but unfortunate men, and, as such, they have been religiously preserved in a small coffin covered with glass for the inspection of visitors by a warm-hearted Irishman, Mr. Patrick Lewis, one of the artificers of the military store, an old soldier himself, who was also instrumental, later on in 1894, in identifying the spot where the thirteen American soldiers killed with Montgomery and his aides were buried and in saving their bones from the

neglected fate which threatened them at the hands of ignorant workmen engaged in making repairs to the flooring of the store. These have been reinterred in a suitable coffin near the spot where they were found and a handsome mural tablet bearing the inscription: "Beneath this tablet repose the remains of thirteen American soldiers of General Mont-



gomery's army, who were killed in the assault on Quebec, Dec. 31st, 1775; placed to their memory by several American children,' has been erected over it through the patriotic impulse and generosity of the two young daughters of Mr. G. M. Fairchild, jr.

### PALACE STREET

THIS street, so called because it led to the palace of the Intendants under the French regime, is one of

the most famous and interesting in Quebec's history. It is situated in the very heart of the old city, and near its intersection with St. John street, the main artery and business centre of its upper levels. On the front of the large house at the western corner of St. John and Palace streets, stands a duplicate of the statue of Gen. Wolfe, which was originally put there in 1774 and which finally found a resting place there after many peregrinations in the early part of the present century. Carried off by English "middies" and men-of-war's-men "out of a lark" to the West Indies and other places, it eventually found its way back to Quebec. The original statue is in the library of the Literary and Historical Society. Nearly opposite the Hotel Victoria's old site was an old fashioned building with the distinguishing thick walls and cavernous vaults of the French era, in which formerly resided Bras-sard Duchesnau, a druggist, the bosom friend of the infamous Intendant Bigot. This building was torn down to make room for the enlargement of the present Hotel Victoria.

### HOTEL DIEU

FURTHER down, on the opposite side of the street, is another of Quebec's oldest and most historic institutions, the Hotel Dieu Convent and Hospital, founded in 1693, by the Duchess D'Aiguillon, niece of the famous Cardinal Richelieu, who brought out the Hospitalières Nuns and placed them in charge. It is the most ancient institution of its kind in America. Within the last few years it has been greatly enlarged and modernized, and is now one of the



HOTEL DIEU, PALACE HILL.



OLD WINDOWS IN THE HOTEL-DIEU HOSPITAL.

grandest and best equipped hospitals in the country. It also is full of famous old paintings, such as:—

The Nativity.....Stella.  
The Virgin and Child.....Noel Coypol.  
Vision of Ste Theresa.....Geul Monaght.  
St. Bruno in Meditation.....Eustache LeSueur.  
The Descent from the Cross..Copy by Plamondon.  
The Twelve Apostles.....Copy by Baillargé, elder.  
The Monk in Prayer.....De Zurbaran.

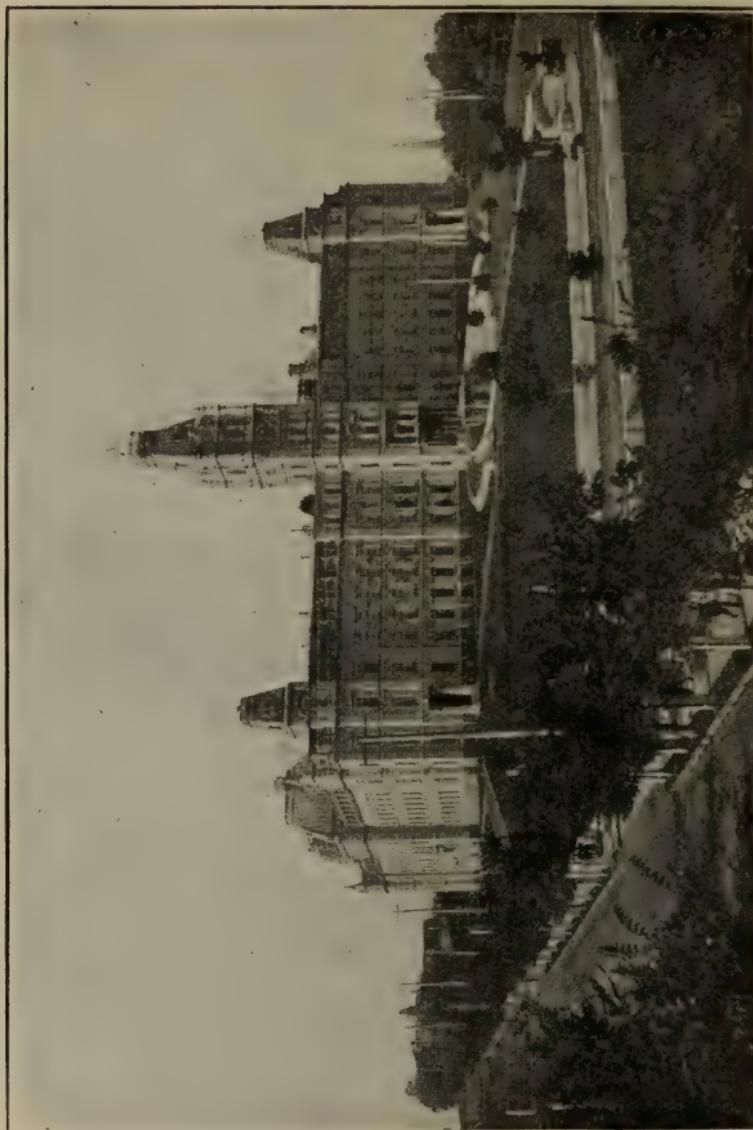
But its most interesting relics are the skull of Father DeBrebœuf and the bones of Father Gabriel de Lallemant, the great Jesuit martyrs.

#### DOMINION ARSENAL

FURTHER down still, where the roadway cuts through the fortification wall upon the site of the old Palace Gate, is the Dominion Arsenal, where a large portion of the ammunition required for the use of the Canadian military forces is manufactured. The establishment is located in the old Artillery Barracks of the British era, which overlooks the hill ascending to Palace Gate, one of the objective points of Arnold's attack in 1775.

#### OLD INTENDANT'S PALACE

At the foot of Palace Hill, in rear of Boswell's brewery, are the ruins, all that now remains of the proud Palace of the French Intendants, once the abode of luxury, the scene of revelry and debauchery, a building which outshone in splendor and magnificence the Castle of St. Louis, and whose lords considered themselves the equals, if not the superiors, of the



PARLIAMENT BUILDINGS.

Governors. Here the infamous Bigot concocted the nefarious plottings of the Friponne, here he squandered the thousands which he robbed from the public treasury, and pilfered from the down-trodden inhabitants of New France. His princely mansion now serves but as vaults for casks and puncheons of ale and porter. The extent of the original building can easily be traced, as, although during its occupation by the American troops in 1775, under Montgomery and Arnold, it was bombarded from the city and destroyed by fire, there are sufficient remains to judge of the once magnificent structure.

### THE PARLIAMENT HOUSE

THE Parliament House and Departmental Buildings, situated immediately outside of St. Louis Gate, on St. Louis street, or as it is here called, the Grande Allée, are amongst the finest edifices in Canada. Their construction was commenced in 1878, and in them the Provincial Legislature of Quebec holds its sessions and the public departments are located. The different varieties of stone employed in their erection were all quarried in the Province of Quebec. The buildings form a perfect square, each side of which is 300 feet in length and four stories in height with mansards and towers at each corner. From the main tower facing the city the view of Quebec and the surrounding country is unrivalled. The interior is well worthy of inspection, especially the handsomely tiled main corridors and the richly furnished chambers of the Legislative Assembly. The bronze Indian group in front of the main entrance to the Parliament buildings is by Hebert, the Canadian sculptor. Heroic statuary of the principal



**MERCIER MONUMENT.**

actors in Canadian history finds a lodgement in the various recesses on the facade of the Parliament House, those of Count Frontenac, of Generals Wolfe, Montcalm and DeSalaberry and Lord Elgin, being already in position. This block of Provincial buildings has already cost between \$1,500,000 and \$2,000,-000. It contains an excellent library, and in its vaults may be seen all, or very nearly all, the original archives of New France before the conquest by Great Britain in 1760. In these buildings there was held in September, 1890, the ninth annual meeting of the American Forestry Association.

### **DRILL HALL AND SHORT-WALICK MONUMENT**

CLOSE by on the opposite side of the Grande Allée are the new Drill Hall of the local military organizations, and, in the square in front of it, the monument erected to the memory of two brave men Major Short and Staff-Sergeant Wallick, of the Royal Canadian Artillery, who lost their lives by an explosion while gallantly fighting the flames in the great conflagration which swept the St. Sauveur suburb in 1889.

### **COVE FIELDS**

IN rear of the Drill Hall and the line of handsome residences on the south side of the Grande Allée are the Cove Fields overlooking the timber coves and commanding a fine view of the harbor. These contain two of the Martello towers already referred to, the Quebec Observatory, the district gaol and last but not the least, the remains of the first British works constructed in 1783 by order of General Haldimand, erroneously referred to in most guide books,



**GARNEAU MONUMENT.**

as the old "French walls." The highest point of these grounds, Perrault's Hill, was formerly known as the *Buttes a Neveu* and up to the end of the last century served as the general place of execution for criminals in Quebec. The new Ross Rifle Factory, erected on these grounds and greatly enlarged in 1915 and 1916.

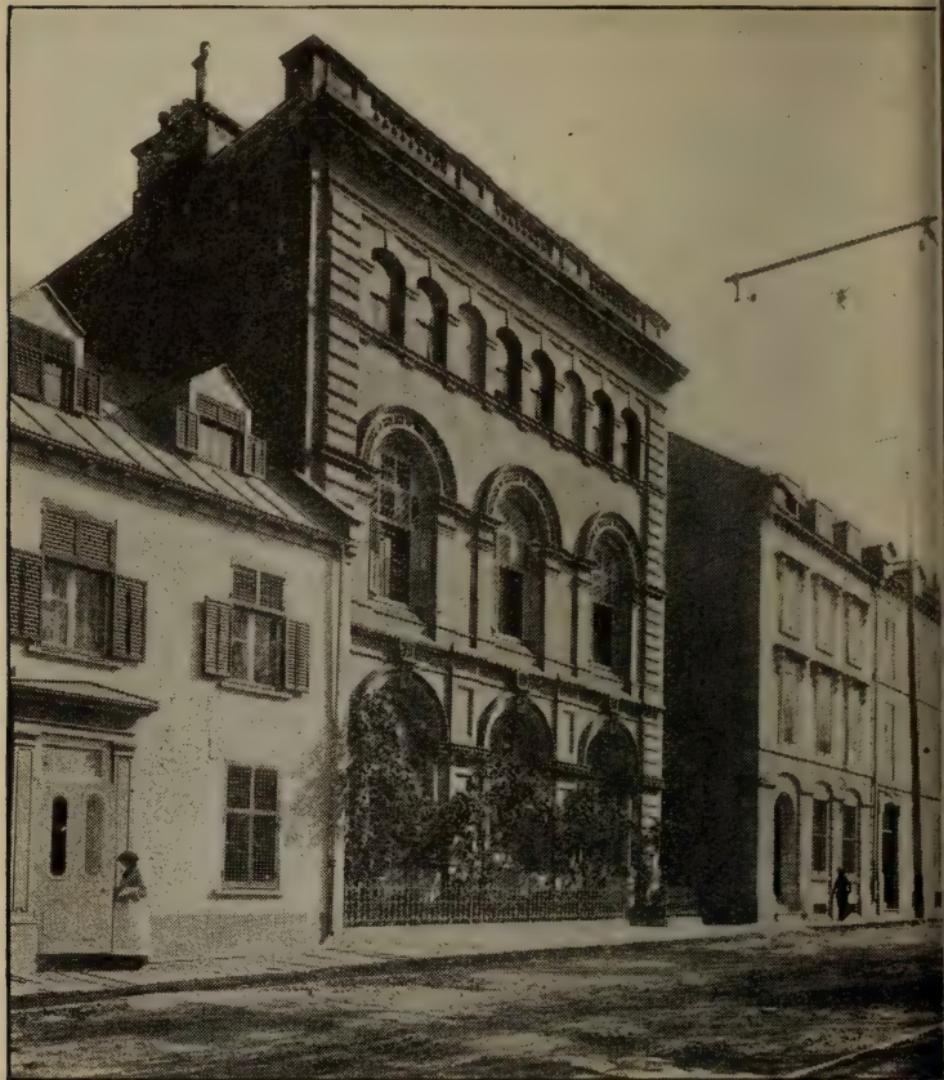
### ATHLETIC GROUNDS

ON the northern side of the Grande Allée, occupying a large portion of the field of Martello Tower No. 3, were the fine club-house and grounds of the Quebec Athletic Club, where lacrosse, foot-ball, hockey, bicycling, skating, sliding and other athletic sports and matches, were held, each in their season, since made a residentia square. Opposite to these is the Church of England Female Orphan Asylum, while on either side are the newly erected convent of the Franciscan Nuns, the new St. Patrick Church, and the St. Bridget's Asylum, a sheltering home for the infirm and the orphans of the Irish Catholic population, with the old cholera burying ground in its rear, on which is being erected the new St. Patrick's School. A little further on, past the Ladies' Protestant Home or within an easy walk of a mile from the Chateau are the famous

### PLAINS OF ABRAHAM

THE Plains or Heights of Abraham derive their name from Abraham Martin, who, on the 4th of December, 1635, received a grant of land from the Company of New France.

The ground in question was situated between Ste. Geneviève and Claire Fontaine streets, and now



**BISHOPTORPE**—Residence of the Lord Anglican Bishop of Quebec.



PROVINCE OF QUEBEC

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## DEPARTMENT OF LANDS AND FORESTS

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### BRILLIANT FEATURE FOR TRADERS FORESTRY CONCESSIONS

Forestry concessions include the permission to cut wood on the Crown Lands which are sold by public auction.

Notice of these sales is given in the daily papers.

These forestry concessions comprise, according to the region, all species of wood: White spruce, black spruce, maple, cherry, beach, fir, aspen, etc.

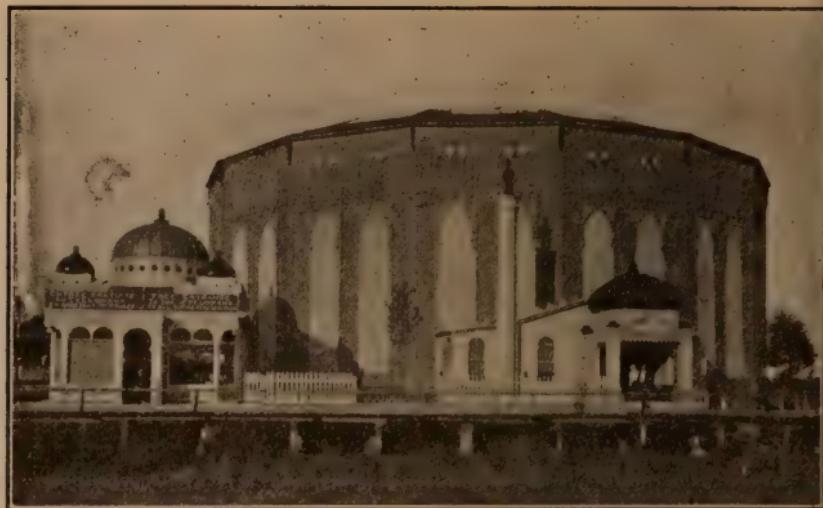
They are subject to a border rental payable before the first of September of each year.

### HYDRAULIC POWERS

To facilitate the industrial development in the Province, the Department leases the cascades or falls formed by the rivers or lakes.

The prices of these leases vary according to the importance and force of these hydraulic powers.

**FOR MORE DETAILED INFORMATION APPLY TO THE  
DEPARTMENT OF LANDS AND FORESTS**



THE CELEBRATED **JERUSALEM**  
CYCLORAMA OF  
**THE DAY OF THE CRUCIFIXION**  
IN PERMANENT EXPOSITION AT STE-ANNE DE BEAUPRE

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SINCE 1895

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Is regarded as a masterpiece of Panoramic painting, the most remarkable on the American Continent. The great scene of the death of Christ on the Cross, and the City of Jerusalem, reproduced by a master hand on a circular canvas 45 feet high and 360 feet in circumference.

Paul Philippoteaux, of Paris, world famous, who has executed among other masterpieces in panoramic form, "The Siege of Paris" and the "Battle of Gettysburg," painted this wonderful canvas.

Tourists visiting Ste. Anne de Beaupré miss one of the pleasures of the trip, if they do not see The Cycorama.

**ADMISSION FREE**

**Purchasers of souvenirs to the value of 25 cents at the Cyclorama Store will be admitted FREE to the exhibition of this painting.**

generally referred to as the "Fontaine d'Abraham." Martin appears to have used the land for pasture and his cattle wandered over a larger area of land than that granted to him, and in consequence the whole of the land in the vicinity became known as the Heights of Abraham, and the English journalist, and the first Surveyor-General of Canada gave to the land the title of both the Plains and the Heights of Abraham, but it has been generally known since as the Plains of Abraham. The land described on the early maps as the Plains of Abraham extended from the walls of the city to Marchmont.

On the 13th of September, 1759, when the fate of the French regime in Canada was practically decided, and both Wolfe and Montcalm fell mortally wounded, the French line of battle was formed on a part of the ground originally owned by Martin.

The British army, under Wolfe, was drawn up in a line practically that now occupied by de Salaberry street. At the commencement of the battle Wolfe was on the right of his line, with the ground upon which the Quebec gaol now stands, immediately in his rear. When Montcalm gave the order for the French troops to advance, the British general ordered his men to move forward a few rods and to withhold their fire until the enemy was within a distance of 40 yards. The French came on boldly to the attack, but the fatal volley of the British, fired at such close range, wrought great havoc amongst the French regulars, and practically decided the fate of the day.

The moment Wolfe had given the order to fire and was preparing to advance at the head of Bigg's regiment, he received his third and mortal wound, and was carried back to the spot now marked by his monument. A few moments later, Montcalm

was wounded by the pursuing army and was conveyed to the city, where he expired at 4 o'clock on the morning of the 14th of September.



WOLFE'S MONUMENT.

The actual site of the battle has long been built over, but the adjoining ground commonly known as the Race Course, also called the Plains of Abraham, although it was never owned by Abraham

Martin, has been purchased as a public park to commemorate the event, which took place nearer the city.

The monument erected to General Wolfe bears this inscription:

"This pillar was erected by the British army in Canada, A. D., 1849, His Excellency Lieutenant-General Sir Benjamin d'Urban being commander of the forces, to replace that erected by Governor-General Lord Aylmer, in 1832, which was broken and defaced and is deposited beneath."



#### ONE OF THE MARTELLO TOWERS.

On the western side of the new park is the locality known at the time of Wolfe's victory as the Ruisseau St. Denis, a brook through whose vale the En-

glish ascent was made from the point beneath the cliff, still known as Wolfe's Cove, where he effected the landing from the small boats. The steep and narrow path up the rocky precipice by which he led his devoted followers to the scene of his heroic death and victory is still visible.

### **MORRIN COLLEGE**

RETURNING city-wards, the quarters of the Quebec Literary and Historical Society in Morrin College, of the corner of Ste. Anne and St. Stanislas streets, is well worthy of a visit, as its collections of manuscripts and rare historical documents is extensive and valuable, and its library and its reading room are exceedingly good. Morrin College, which was a Presbyterian institution, affiliated with McGill University, Montreal, is called after its founder, Dr. Morrin, a former mayor of Quebec. The building, occupied by it, but now greatly enlarged and modernized, was formerly used as the city gaol. Close by on Ste. Anne street, No. 65, is the former private boarding house in which Wm. Dean Howell, the brilliant Boston novelist, wrote in 1873 his volume on Quebec scenes, *A Chance Acquaintance*.

### **CONVENTS**

IN addition to the convents of the Hotel Dieu and the Ursulines, Quebec contains a number of other interesting convents—those of the Grey Nuns or Sisters of Charity, the nuns of the Good Shepherd, and the Franciscan nuns in St. John's and St. Louis Suburbs, on the upper levels beyond the fortifications, all three comparatively modern institutions, and those of the Congregation nuns of the General

Hospital, situated respectively in the St. Roch's and St. Sauveur suburbs, the low-lying portion of the city stretching away past the ruins of the old Intendant's palace at the foot of Palace Hill, below the Hotel Victoria, formerly the seat of the now extinct wooden ship building industry of Quebec and at present the home of the great boot and shoe and leather tanning industries, for which it is now renowned. Of the last three named institutions, the two first are also, comparatively modern,



**GENERAL HOSPITAL.**

but the General Hospital nunnery, a cloistered convent, is one of the oldest of its class in Canada, and its buildings are particularly interesting from the fact that they are the most perfect types still extant, of the old French structures, which have been preserved to our times. They are extensive and cover a large area on the southern bank of the St. Charles.

This ancient institution was founded by the second bishop of Quebec, Mgr. de St. Valier, as an asylum for incurable diseases. In 1692, it was placed under the charge of the Hospitalière Nuns, who, in 1701, constituted a separate body from their sisters of the Hotel Dieu. Near the General Hospital is a wind-mill of a most old-fashioned order and bearing the date 1607. It was used as a fort for the convent. On the opposite side of the river are immense vaults, used at the time of the French for storing provisions. After the battle of the Plains of Abraham, many of the wounded in the fight had their injuries attended to in this convent. Here was also carried Arnold when he was wounded in the American attack on Quebec in 1775.

### HOSPITALS

IN addition to the hospitals already mentioned, Quebec also boasts of the Jeffery Hale Hospital, an excellent and well managed institution for the special accommodation of Protestant patients and seamen. This building is situated in St. John Suburbs, in the vicinity of the Quebec Athletic Club Grounds' being close to one of the Martello towers, since demolished for the Mackenzie wing, and is a new and extensive structure. The Marine Hospital in St. Roch's, completed in 1834 by the Government, at a cost of \$100,000, with accommodation for 600 patients, was for many years set exclusively apart for the use of mariners and immigrants, but quite recently it was closed as an hospital, and now serves the purposes of a branch of the Good Shephard Asylum. It is a very handsome and striking building in the Ionic order of architecture, and is said to be a copy of the famous Temple of the Muses,



THE PROVINCIAL GOVERNMENT TECHNICAL SCHOOL.



QUEBEC RAILWAY, LIGHT, HEAT & POWER CO.'S new Building.

on the river Ilisus, near Athens, Greece. Its site is on the southern bank of the St. Charles, opposite the spot where Jacques Cartier met Donacona in 1535. There is also, near the ruins of the Intendant's Palace, a civic hospital for contagious diseases, and on the outskirts of St. Sauveur, a very modern, erected in 1907, Government Immigration Hospital.

### PUBLIC BUILDINGS

AMONG the public institutions of Quebec, may be particularly mentioned the Y. M. C. A., which has a handsome building on St. John street, near St. John's Gate, with very fine reading rooms, etc., to which strangers are made very welcome; the Women's Christian Association on Ste. Ann street; the Finlay Asylum on St. Foye road, for the aged male poor and orphans of the Church of England; L'Hospice St. Antoine, on St. Francis Street, St- Roch, for the aged people of that parish; L'Institut Canadien Société du Parler Français, the Geographical Society of Quebec; the St. Patrick's Literary Institute; La Garde Indépendante Champlain, which owns a handsome building on Fleurie Street, St. Roch; The Provincial Government's Technical School which occupies one of the finest buildings in Canada on the Boulevard Langelier, St. Roch; the Masonic Hall on St. Louis Street; the Quebec Board of Trade in the Lower Town; Union Commerciale, Bridge Street; the new building of the Q. R. L. H. and P. Co., situated on St. Joseph, Crown, Notre Dame and Jacques Cartier Streets, etc., etc.

### CHURCHES

As already remarked, Quebec is essentially "a city of churches." Apart from those already described, it comprises the following:

CATHOLIC.—St. Patrick's Church, in McMahon

street, founded in 1832 for the special use of the Irish Catholic population by the celebrated Father McMahon and now under the ministration of the Redemptorist Fathers; St. Jean Baptiste church and the chapels of the Grey Nunnery, Patronage, Franciscan Convent and Good Shepherd, and St. Bridget's Asylums in St. John and St. Louis Suburbs; the Jesuits' churches on the Esplanade hill and near the St. Foye Toll gate, the St. Roch's and Jacques-Cartier churches in the St. Roch's Suburb; the St. Sauveur church, and the chapel of Our Lady of Lourdes and St. Malo church in that section of the city, and the church of Notre Dame de la Garde, on Champlain street.



Interior of Franciscan's Chapel  
Grande Allée.

PROTESTANT.—Trinity church, (Episcopal) in St. Stanislas street, formerly used by the military; Methodist church, at the top of the same street; Baptist church, in McMahon street; St. Andrew's church (Presbyterian), in St. Ann street; Chalmers church (Presbyterian), in St. Ursule street, which was the scene of the Gavazzi riot in 1859; and St. Matthew's church (Episcopal) on St. John Street a little further west. There is also an Episcopal church in St. Valier street, St. Roch's.

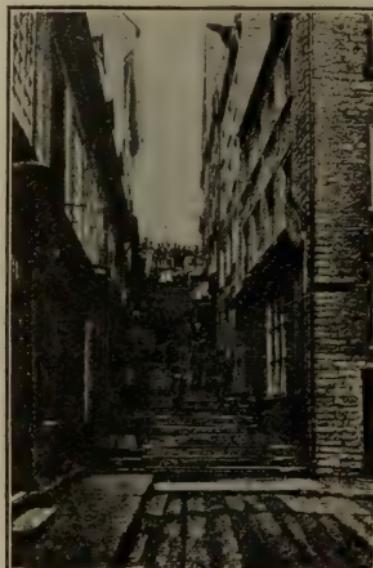
## THE CEMETERIES

THERE is a great deal of historic interest attached to some of Quebec's cemeteries. There are two within the city limits of peculiar attractiveness in this melancholy respect, though they have been long since closed against further interments. One of these is the old churchyard of St. Matthew's Episcopal church in St. John street, in which were interred the Protestant military dead under the British regime, and which among other graves and headstones, contains the remains of Major Thomas Scott, of H. M. 70th regiment, a brother of Sir Walter Scott, author of the *Waverley* Novels and himself reputed for a time to have been their author. Off the Grande Allée, at the head of DeSalaberry street, is the old Cholera Burying Ground, in which 8638 victims of the Asiatic cholera in 1832, 1834, 1849, 1851, 1852, and 1854 were interred. Further west on the Grande Allée, two miles from the toll gate, is Woodfield, the beautiful cemetery of the Irish Catholic dead and Mount Hermon, the splendid "God's Acre," of the Protestant population, in one huge grave in which are interred the remains of some 200 Scotch immigrants who lost their lives in the burning of the river steamer *Montreal* on the 26th June, 1857, at Cap Rouge, a few miles above the cemetery, while on the way from Quebec to Montreal. Another famous grave in it is that of John Wilson, the famous Scottish vocalist, who, in the "forties," delighted the people of the British Isles, the United States and Canada, with his inimitable rendering of Scottish songs and recitations. He fell a victim to the dread scourge, cholera, in Quebec, 1849. The French Canadians have also three beautiful ceme-

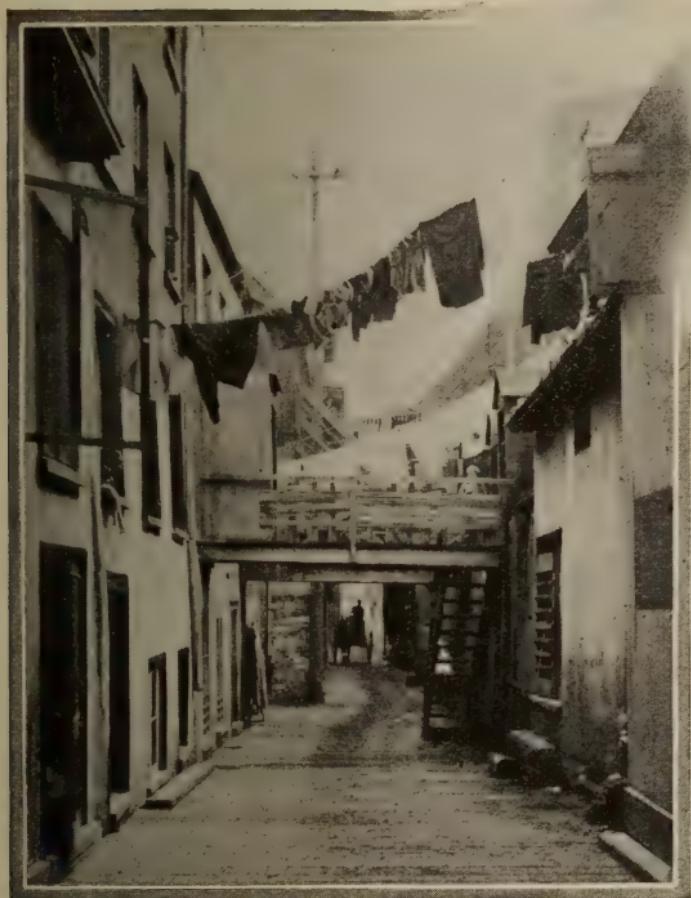
teries on the city's outskirts, at Belmont on the St. Foye road, and on the little River road. There is also a Hebrew cemetery, in the vicinity of the village Bergerville, a few miles from the city.

### LOWER TOWN

THE portion of the city beneath the cliff on its front, towards the St. Lawrence is called the Lower Town, and is the chief commercial or wholesale business quarter. It contains the head offices of the different banks and of the great timber exporting firms, wholesale dry goods and provision houses, the Exchange, the Custom House, the Champlain and Finlay markets, the famous Louise embankment, Immigration sheds, cross-wall and docks, grain elevators, etc. It is chiefly remarkable for the antiquated style of its buildings, and its narrow streets, many of which date back to the old French time. It was also in this quarter of the city, at barricades erected by the British, that some of the heaviest fighting occurred during Montgomery and Arnold's night attack in 1775. The old "Break Neck Steps," leading from Mountain Hill in to little Champlain street, was for many years another interesting feature of the Lower Town, but within a recent period

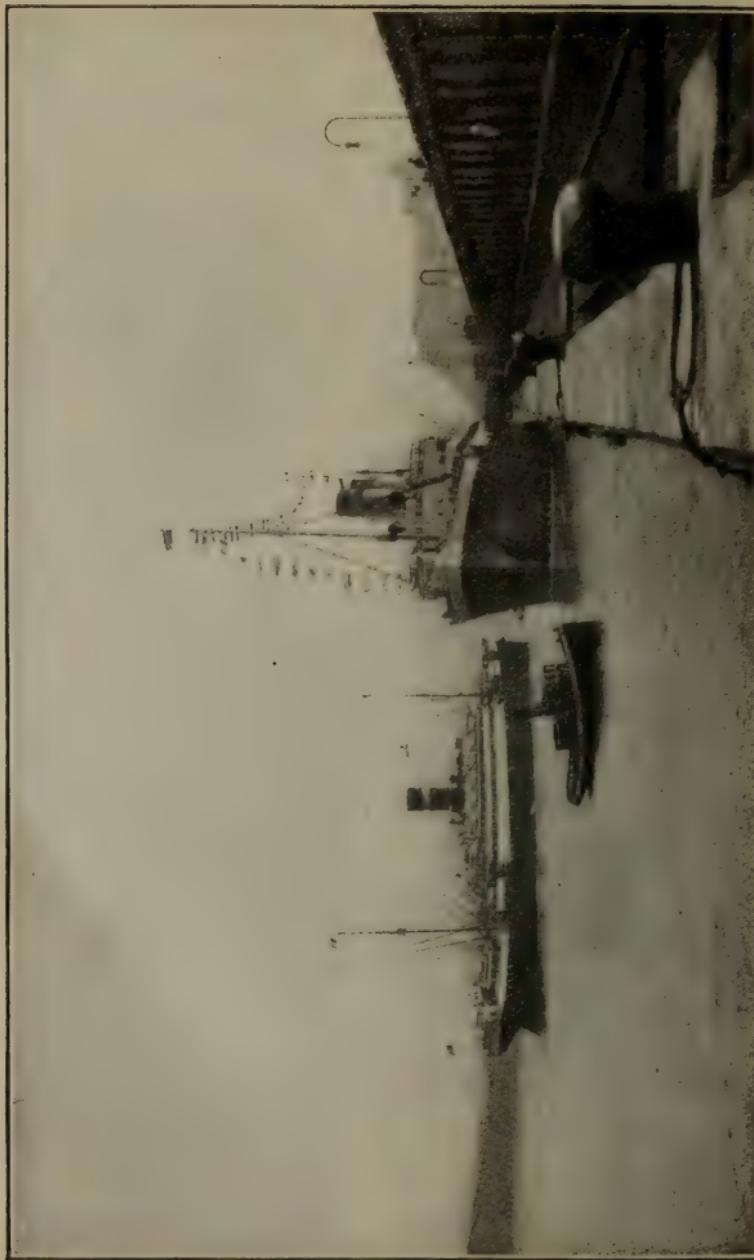


BREAK-NECK STEPS.



**SOUS-LE-CAP STREET,**  
Narrowest thoroughfare in America.

they have had to yield to the requirements of local traffic and have been replaced by a broad and more commodious iron stairway, at the foot of which there is an electric elevator that takes the visitor up over the face of the cliff and lands him on Dufferin Terrace.



QUEBEC'S FINE HARBOUR.—Approaches.

## HARBOR AND DOCKS

APART from the magnificent scenic environment of the harbor of Quebec, it possesses a utility as an ocean port which will delight the investigator interested in the maritime commerce of this Dominion.

Quebec has been well described as "the natural port of Canada." It has become a commonplace to say that the harbor is large enough to accommodate all the navies of the world at once. It is also deep enough for the largest passenger and freight steamers yet built and a considerable margin beyond that.

Quebec City has a natural strategic position better than any other city in Canada, better perhaps than any along the whole Atlantic coast of the American continent. New York is by some people regarded as the natural port along this coast, so far as traffic to and from Europe is concerned. It may surprise them to learn that Quebec is five hundred miles nearer to Liverpool than New York is.

Quebec has every facility for berthing the largest vessels and for loading and discharging cargo. Along the docks of the Louise Basin and Pointe à Carcy, there is ample room for the berthing of seventeen large ocean-going ships, while the new docks approaching completion on the North of the River St. Charles will provide for five additional ships, giving in all 22 berths, with a water depth varying from 26 to 40 feet at low tide.

The docks at Quebec contain eleven modern fire-proof freight sheds, covering an area of 283,500 square feet and facilities of every kind for the handling of grain and other merchandise have been provided. There are gantry cranes and locomotives cranes. There is one 50-ton floating crane, and there are along the 15 miles of railway trackage owned by the

Harbor Commission freight cars and shunters of every kind.

A capacity of 60,000 bushels an hour is, moreover, possessed by the new grain conveyers loading direct from elevator to ship. There are two grain elevators on the Louise Embankment—one with a capacity of 250,000 bushels, and another, concrete-built and modern in every respect, capable of storing no less than 2,000,000 bushels.

There are in Quebec two graving docks, one of which is the largest in the world. It is, 1,150 feet long, 120 feet wide, 45 feet deep and was built by the Davie Company. This dock is 10 feet deeper than the one at Boston, Mass., and 130 feet longer than that at Liverpool, which however is one foot deeper. These docks are situated close together on the South side of the St. Lawrence, at the Eastern end of the harbor, and in such a sheltered position that a ship can be docked at any season of the year, even in winter time, as the river at that point is very free from floating ice.

The approach to Quebec is through a broad, deep, well-lighted channel, having a minimum depth of 35 feet at low water. British war vessels, except of the smaller classes, are not allowed to go up the river beyond Quebec. In the winter of course the river is usually frozen above the city from December until the middle or end of April. Quebec harbor—recognized as one of the finest in the world—and the St. Lawrence below the city, never freeze, and are navigable for steamers all through winter, subject of course to some obstruction from floating ice.

Considering the port of Quebec in its general aspect, it may be of interest to state that it extends from the mouth of the river Chaudière on the Western side and is about 10 miles long, varying from 2,000 to

6,000 feet in width, with a good river frontage all the way. It has every kind of accommodation to reduce the cost of handling freight and to enable it to be handled expeditiously and safely. In this connection may be cited cranes, grain loading galleries, fireproof sheds built of structural steel, well-nigh perfect railroad facilities.

And yet, equipped as it is, the capacity of the Port of Quebec does not begin to be tapped and with the increasing development of this country, the harbor of Quebec will no doubt be more and more extensively utilized since it is the natural ganglion for all North American trade with Europe. No port on the Atlantic coast possesses the natural promise of the Port of Quebec. The developments of the future will probably be of far reaching importance to the increase of the marine activities of Quebec City.

### THE OLDEST BUILDING IN QUEBEC

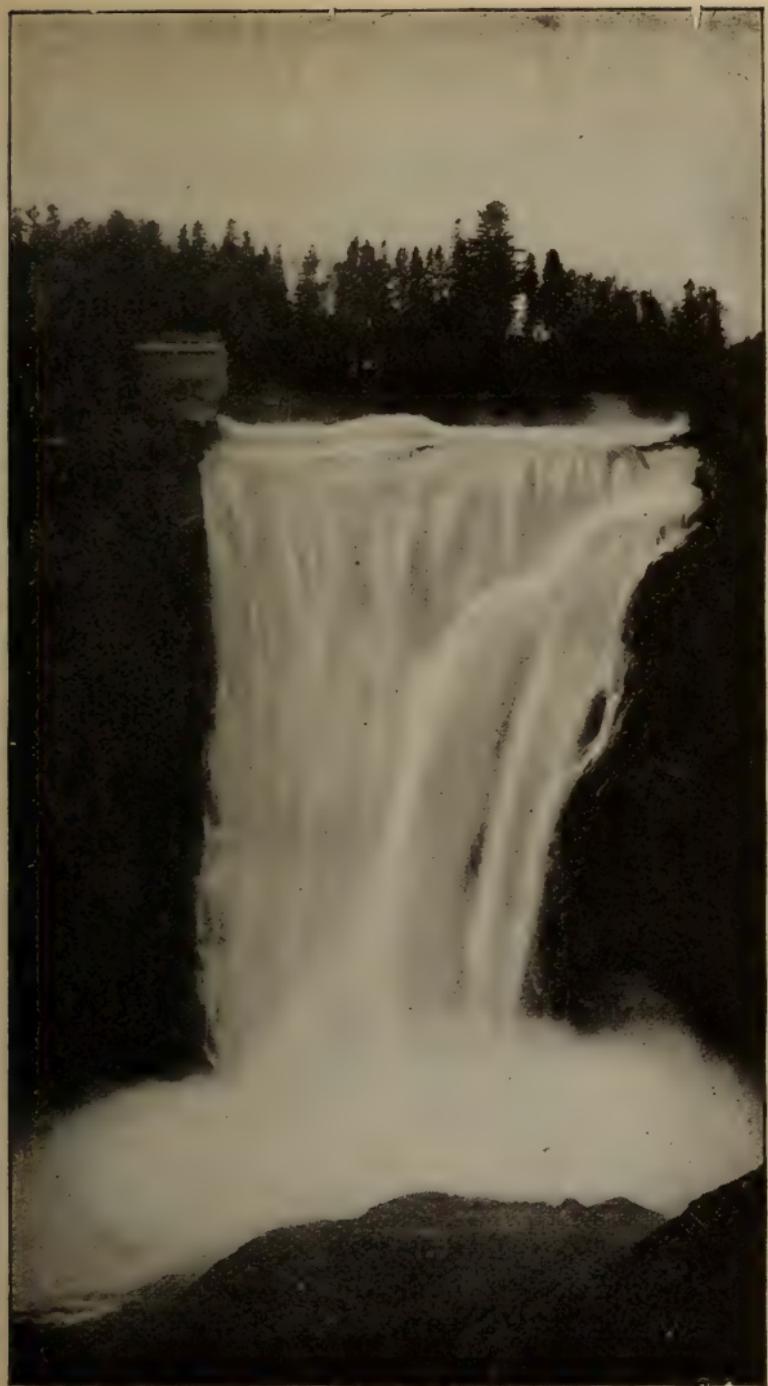
THE oldest building in Quebec of which reliable record exists, is that at the corner of St. Louis and Garden street, opposite the St. Louis Hotel now occupied by Mr. J. Williams, tonsorial and capillary artist. The late Mr. Glackemeyer, N. P., had in his possession the deed of its transfer on November 30th, 1674.

### QUEBEC'S NEWSPAPERS

Quebec has five daily newspapers, three French and two English, of which the *Daily Telegraph* is the most influential and powerful, as may be judged by the magnificent new home which it has recently entered, and which is considered to be the most modern fire-proof building in Canada. It occupies one of the most valuable and historic sites, on the corner of Buade and Tresor streets, supposed by modern historians to be covering or near the unlocated tomb of Champlain, the founder of the city.

## The environs

THE almost world-wide repute of Quebec is, however, not merely confined to the old city, but is largely shared also, by its beautiful and historic environs. Indeed there are few cities in the world which can boast of so many natural and artificial objects of attraction in this respect. The drives around the city are as numerous as they are delightful, and the views to be had from them, are absolutely unsurpassed in loveliness and variety. In fact, it can be truly said of Quebec, that its surroundings are not excelled, or even equalled, for romantic beauty of picturesque wildness. There is scarcely a standpoint from which the visitor has not before him a glorious panorama and he cannot be said to have really seen and enjoyed Quebec until he has done all the sights of the environs, as well as those of the city itself. At least a day should be given to each of the charming drives around the city. These drives may be divided into four, with an additional day devoted to a ride over the Quebec Railway, Light and Power Co. to the far-famed miracle-working shrine of La Bonne Ste. Anne, the Duke of Kent House and the Natural Steps at Montmorency Falls, and another to a tour of Levis, its forts, and other objects of historic or natural interest, the only gazoline electric motor car service in Canada is operated by the Quebec and Lake St. John Ry., to Indian Lorette and beautiful Lake St. Joseph.



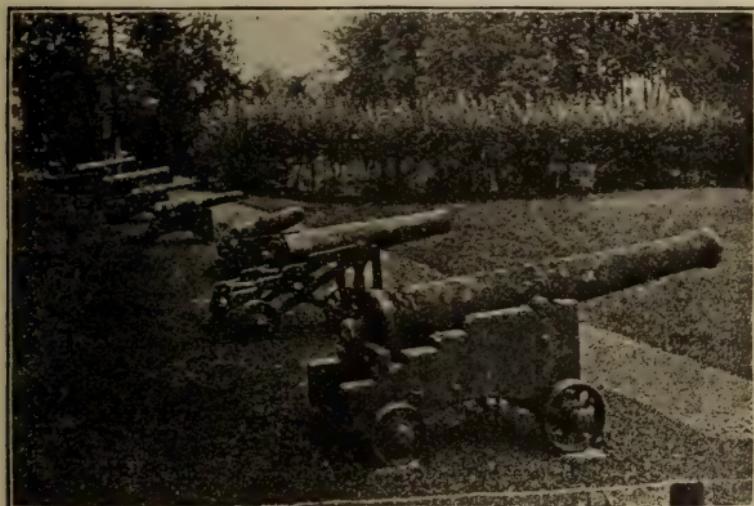
**MONTMORENCY FALLS.**

## MONTMORENCY FALLS

THE first drive recommended to the visitor, is that to the world-renowned Falls of Montmorency, about nine miles below Quebec, and one of the most interesting of all the natural objects in its vicinity, which no stranger leaves without seeing. Starting from the Chateau Frontenac and passing on the way the ruins of the old Palace of the French Intendants, the tourist traverses Dorchester Bridge, which spans the river St. Charles, and reaches the quaint old straggling and picturesque village of Beauport, which is beautified by rows of white cottages and garden patches, and affords a very striking illustration of primitive French Canadian life and manners. It stretches nearly the whole distance from Dorchester Bridge, with the famous Beauport Lunatic Asylum in its centre, and like a huge prehistoric monster, it lies along the shore of the river, with its head resting on the bridge over the St. Charles, and its tail lashing into foam the wonderful Falls of the Montmorency river, 100 feet higher than the great cataract of Niagara. On the site of the village, or rather between it and the beach, was fought the battle of the 31st July, 1759, between the English and French, in which the latter were victorious and the former lost 182 killed and 665 wounded and missing. The headquarters of Montcalm were to the right after passing over the stream, but the manor house, in which they were established, was burnt a short time ago. After the taking of Quebec, the English avenged themselves by sacking and firing not only the village of Beauport, but also the villages of L'Ange-Gardien, Chateau Richer, Ste. Anne and Baie St. Paul, and destroying all the crops



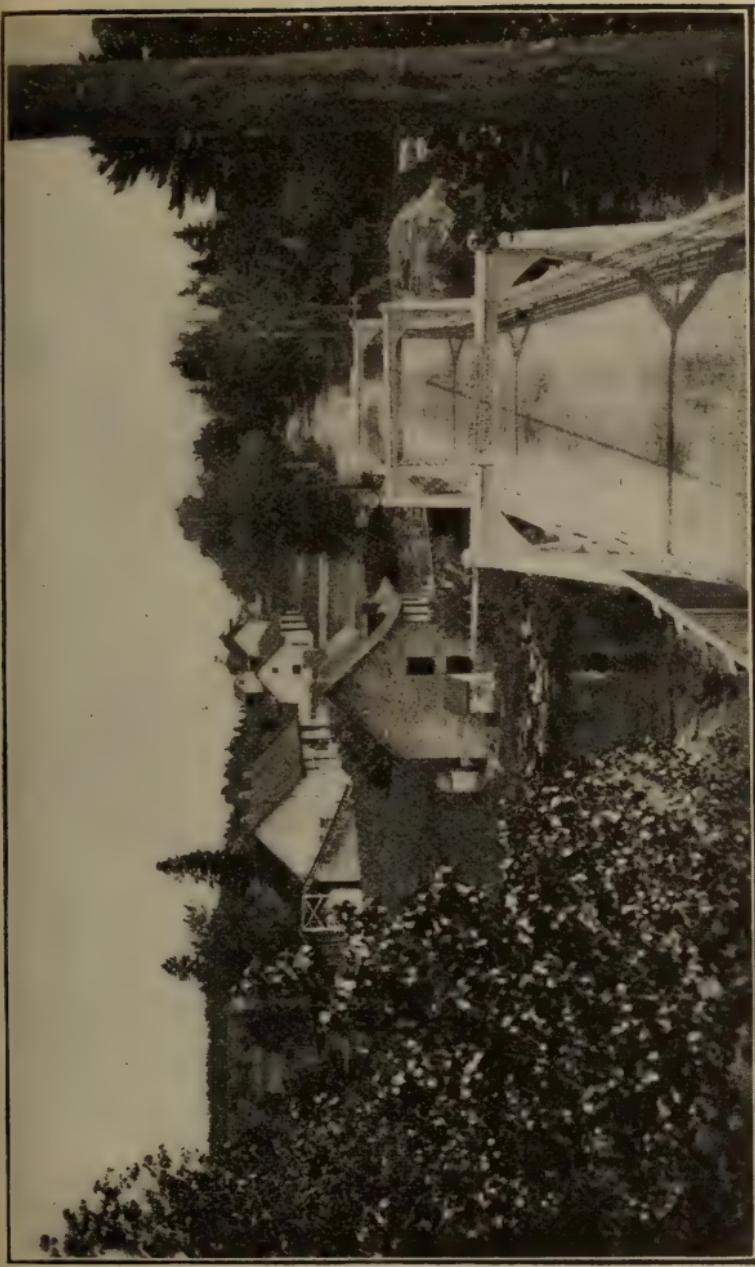
WOLFE'S HOUSE AT MONTMORENCY.



SOUVENIRS OF THE STRUGGLE FOR SUPREMACY.

In the grounds of the late H. M. Price, Esq., Montmorency.

in the country around. After the destruction of the old manor house, a plate was found in the corner stone with the following inscription in Roman capitals: L'an 1634, le 29 juillet, j'ai été planté première, P. C. GIFTART, seigneur de ce lieu," Above it were the letters I. H. S. and also M. J. A. representing the names Mary, Joseph and Anne. Beneath it was a heart with three stars and a small heart reversed. This plate is in the possession of the family of the late Mr. Herman Ryland, who built a residence on the site of the old manor house. It would be impossible to give an accurate description of the beauty, the majesty, the thundering might of the Falls, either in winter or in summer. Down a precipice of over two hundred and fifty feet the Montmorency River plunges into the St. Lawrence and, as if recoiling after its terrible fall, it bends back in spray, that when frozen leaves a cone fifty feet high, in winter, between the torrent behind and the sheet of ice in front. The cataract may be seen either from above or below. To view it from below, the visitor must descend what is called the Zig-Zag, which passes through Mr. H. M. Price's property, and in doing so he is reminded that the residence thereon was once occupied by the Duke of Kent, the father of Her Majesty Queen Victoria. On reaching the foot of the hill we can pass along the beach till we arrive, as it were, almost underneath the avalanche of waters, while the spray therefrom descends in a sort of drizzling shower, through which, if the sun be shining the brighty hued rainbow can be seen bathing its colors in the frenzied cataract. The body of water which, from the height of 250 feet leaps its precipice, passes, it is said through a subterranean passage, and rises in a tumultuous manner near the end of the Island of Orleans, gaining



THE OLD BRIDGE, MONTMORENCY FALLS.

the name of Le Taureau, by boatmen considered a dangerous spot. The view above the Falls is taken from the opposite side, the visitor passing over the Montmorency bridge, then through a field opposite the hotel, and entering the new Park of the Quebec Railway, Light & Power Company, who are now engaged in beautifying both sides of the Falls for the recreation of the visitors from the city. An elevator has also been constructed. The mad turbulence of the water and the deafening roar which ever seems to increase is almost bewildering and the dizzy height at which one is placed causes a certain amount of uneasiness and sense of danger. There is wildness all round, the high cliffs with overhanging trees and bushes, and the violence of the rapids rivet the imagination with resistless fascination. On both sides of the river are the remnants of two towers, between which was suspended a bridge, which fell nearly fifty years ago, carrying with it an unfortunate countryman, his wife, child, horse and vehicle, whose remains were never afterwards discovered.

#### NATURAL STEPS

A BY-WAY road through the fields, leads the visitor to where once were the Natural Steps, which, by some, are considered the grandest feature of the scene. Nothing more wild and weird can be imagined than this mad river with its perpendicular precipices on each side clothed with tufts of shrubbery pines, which watch, as it were, over the threatening waters, now leaping over huge rocks and forming furious cascades, anon, seething, moody, silent pools, whose blackness makes night look pale. Here the waters eddied round in ever quickening circles, raising in their wrath bubbles and froth to the surface and



KENT HOUSE AND GROUNDS.—Montmorency Falls.

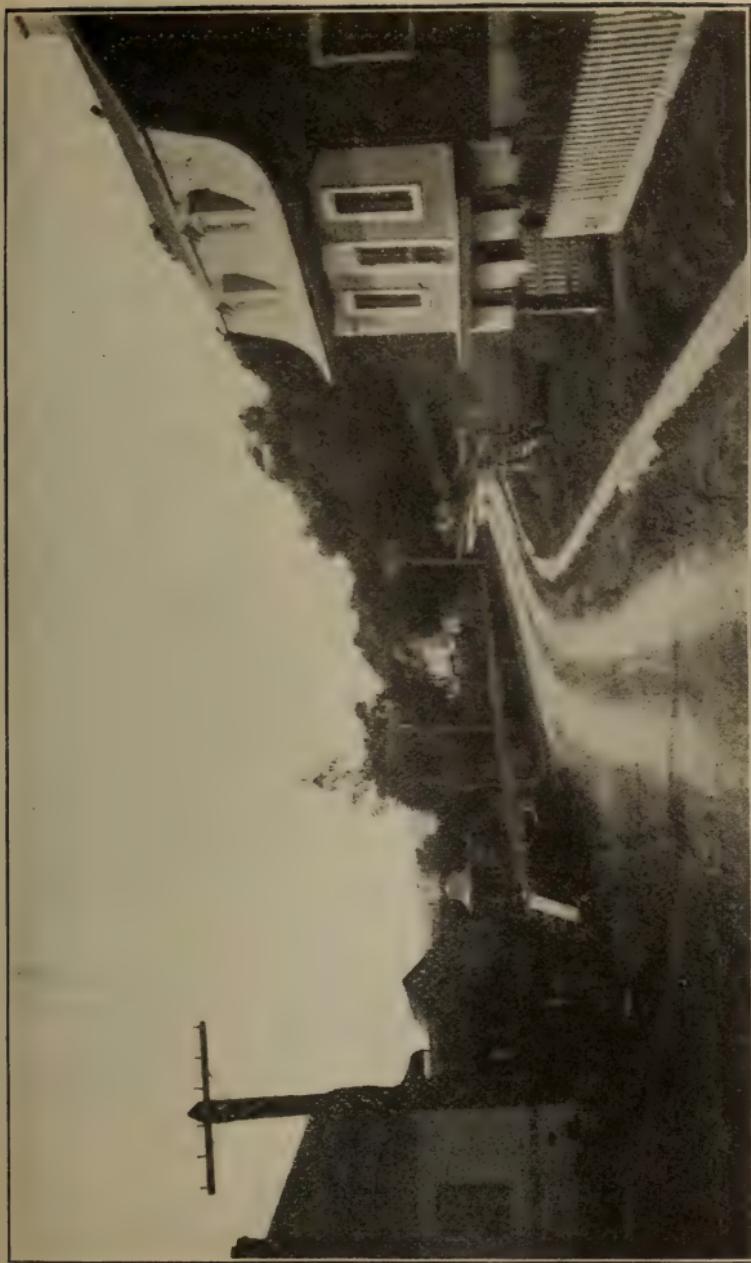
suddenly leaping onward beneath the overhanging cliffs. Where the visitor stood shady nooks hidden in ferns and wild plants invite to rest, while the peculiar formation of the rocks serves as tables for pic-nic collations. In the summer, these Natural Steps were the resort of pleasure parties. Now a lake caused by the Power Co., dam has obliterated the famous Natural Steps, and the followers of Isaak Walton can tempt from the angry torrent, the most delicious speckled trout. Nearby is the Fairy river, which mysteriously disappears beneath the earth and again as mysteriously re-appears. It is also called l'Eau Tenuie.

### **L'ANGE GARDIEN**

THE village of l'Ange Gardien is about four miles beyond Montmorency, and, as above stated, was destroyed by Wolfe's soldiery after the battle of Beauport in 1759. There are some good trout fishing streams at a short distance and, in the autumn, snipe and partridge shooting.

### **CHATEAU RICHER**

THIS village is about five miles further down. In the fruit season the orchards of l'Ange Gardien are so laden, that along the road the green color of the trees is hidden by the purple of the plum, and the roseate hue of the apple. At about four miles distance to the south of Chateau Richer, are the beautiful falls called Sault à la Puce, which are not only enchanting in their scenery, but abound in trout. The Chateau Richer beach is famous as a snipe ground, and in September and October numberless sportsmen make good bags.



QUEBEC TO ST. ANNE.—A straight of road leaving l'Ange Gardien.

The second drive which the visitor should take is out by the Grande Allée and St. Louis road and back by the St. Foye road. On the way, the Plains of Abraham, already described, are passed, as are also Spencer Wood, the beautiful sylvan residence of the former Governor Generals of Canada and at present of the Lieutenant - Governors of the Province of Quebec, and the two interesting cemeteries of Woodfield and Mount Hermon, already referred to. The Sillery Convent called the Convent of Jesus Marie, and the church of St. Columba, stand on the heights above Sillery, where in Indian times past there were camps of the Algonquin tribes of Indians, at that time protected by the French from their foes the Iroquois. In connection with the Indian settlement, was the discovery, a short time since, of the remains of the Jesuit missionary, Emmanuel Masse, who was buried there in 1640, and to whose memory a monument has been erected by several citizens. A church was built on the spot by the Commander, Brulart de Sillery, in 1677. Cap Rouge, where the St. Louis road effects a junction with the St. Foye road, is another beautiful and interesting historic point. It was there that Jacques Cartier's followers wintered in the early days before the foundation of Quebec. Returning cityward by the St. Foye road, the spectator commands a grand view of the St. Charles valley, the St. Lawrence below Quebec, while in the fine weather, the spray from Montmorency Falls is clearly discernible. On the left of the road, two miles from the city, is Holland House, interesting not only from its having been the headquarters of Montgomery in the siege of 1775, but from some romantic incidents connected with the family from which it derived its name, the ashes of some of whom have found a resting place in the

rear of the building. Near St. Foye church, about five miles from town, are the remains of a redoubt erected by the English on their first taking possession of Quebec.

### THE QUEBEC BRIDGE

NO PERSON should set foot in Quebec without arranging a special expedition to inspect the eighth wonder of the world, the famous Quebec Bridge, which spans the great St. Lawrence about six miles above the city, where the river contracts to its narrowest point in the region. This bridge is considered the greatest engineering feat in the world, the sheer magnitude of its dimensions defying the imagination. The highest buildings in the British Empire are as mere pygmies beside the height of the cantilevers of the Quebec Bridge. The total weight of this bridge is 66,000 tons, while its total length is three fifths of a mile.

The anchor piers rise to 142 feet above high water and 160 feet above low water.

The South main pier reaches a depth of 107 feet below high water and 76 feet below the river bed.

The North main pier is 28 feet above the level of the river and 82 feet below the river bed.

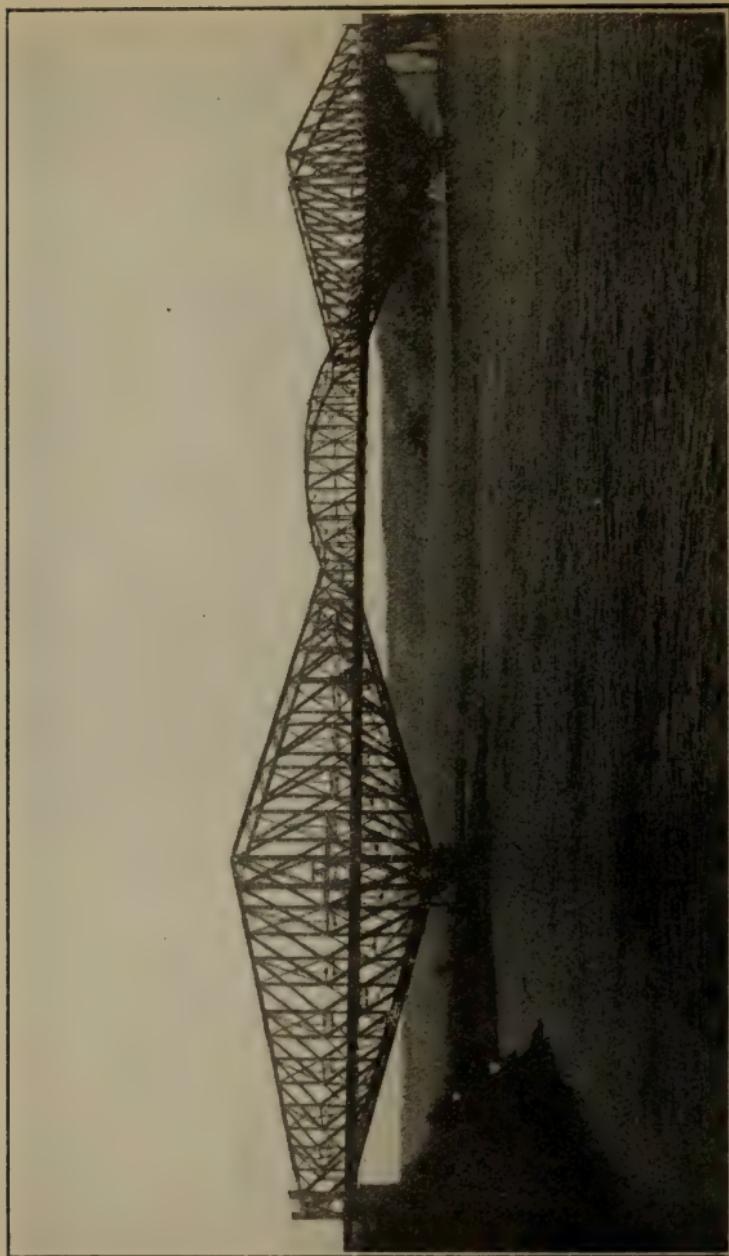
The main span is 1,800 feet long,—width from centre to centre of trusses 88 feet.

The steel work is 150 feet above water level.

The centre span is 640 feet long, 110 feet high at the centre, 88 feet wide and weighs 5,500 tons.

The cost of the bridge is in the neighborhood of from twenty to twenty-five million dollars.

In viewing the Quebec Bridge, the monster of man's genius, the mind naturally reverts to its great rival in size, the Forth bridge, built over the Firth of Forth, near Edinburgh. This is the next greatest structure



THE QUEBEC BRIDGE

of its kind in the world and comparisons are interesting.

	Quebec Bridge.	Forth Bridge.
Total length of cantilever, ft.....	2,830	5,349
Length of channel, ft.....	1,800	1,710
Load per lineal foot bridge is de- signed to carry exclusive of its own weight, lbs.....	14,000	4,480
Total weight of bridge, tons.....	66,000	57,000
Weight per lineal foot for canti- levers, lbs.....	48,300	21,360
Greatest depth of piers below high water, feet.....	101	87

Weight of steel per lineal foot of the Quebec Bridge is 2.3 times that of the Forth Bridge.

Load for which the Quebec Bridge is designed is 3.1 times that of the Forth Bridge.

The prescribed test load for the Quebec Bridge is 4 1-3 times heavier than that of the Forth Bridge.

The history of the Quebec Bridge is a long and chequered one, the story of an immense vision struggling against a thousand material difficulties, eternally blocking the way.

As far back as 1852 a project for a bridge over the St. Lawrence River at Quebec was considered, and again, in 1884, a design was prepared and submitted to the Quebec Board of Trade, for a bridge at about the present site, but nothing actually was done until about 1900, when the Quebec Bridge and Railway Company located a site near Cap Rouge and took definite steps towards the erection of such a structure. This location is at the narrowest point on the St. Lawrence River between Montreal and Quebec, the

width at mean water level being about 2,000 feet. The water at this point has a maximum depth of about 200 feet and a current at ebb tide about seven miles per hour.

The Bridge and Railway Company awarded contracts for the structure in 1900 for a bridge of the cantilever type, having a main span of 1,800 feet. Work was started and proceeded until the year 1907, when the superstructure, which was about half erected collapsed with a crash which startled the whole world.

After the collapse of the first structure which tumbled into the river, carrying down to the bottom of the St. Lawrence, thousands of tons of twisted steel and the bodies of between sixty and seventy workmen, the Government of Sir Wilfrid Laurier decided to undertake reconstruction, and the task was allotted to the Railway Department.

Years of tremendous effort brought the bridge almost to completion in 1916, when by a cruel whim of fate the great centre span again fell into the river a-top its predecessor of 1907.

But undismayed by this second catastrophe, the builders again set to work and in September 1917, the centre span connecting with banks of the St. Lawrence was finally placed in position to the acclaims of the entire nation.

The primary purpose served by the Quebec Bridge is a means of traversing the river for the five lines of railway crossing or about to cross it, particularly for the National Transcontinental Railway which is thus enabled to link up Quebec and the Maritime Provinces with the Great Canadian West. In addition to the railways—involving a double track—the bridge is designed to carry two trolley lines, two highways, and two sidewalks for foot passengers. The latter

are on the outside of the trusses and the balance of the traffic is to be carried between the trusses; and all this traffic will stand over 150 feet above the water at high tide.

Generally speaking, the most obvious feature of the Quebec Bridge is the triumph of mechanics which it entails. The greatest victories of man over space and the limitations of matter, in the past, pale almost into insignificance beside the marvellous execution of this project of lifting the five thousand tons of metal comprised in this centre span from the barges in the river to its ultimate position a hundred and fifty feet above, and there securing it for all time.

But, behind the physical marvel of it, there is perhaps an even more significant meaning in the Quebec Bridge. The new span links up the National Trans-continental Railway, thus joining together east and west in an inspiring continuity. The Maritime Provinces now reach out to the grain fields of the Prairies, and there is no East and no West except as geographical conceptions.

The Quebec Bridge is one of the fundamentalities of our nationhood.

#### ST. FOYE MONUMENT

ABOUT one mile from the city, the visitor comes upon the scene of the battle of St. Foye, fought in 1760, between the French under De Levis and the English under Murray, and in which the latter were defeated. A handsome monument marks the spot. This monument, which was erected by the St. Jean Baptiste Society of Quebec, to the memory of the brave men who fell on both sides, is of iron on a stone base and



ST. FOYE MONUMENT.

surmounted by a statue of Bellona, the goddess of war, the gift of Prince Napoleon. Four bronze cannons are placed at each corner of the pedestal. The monument bears the following inscription:

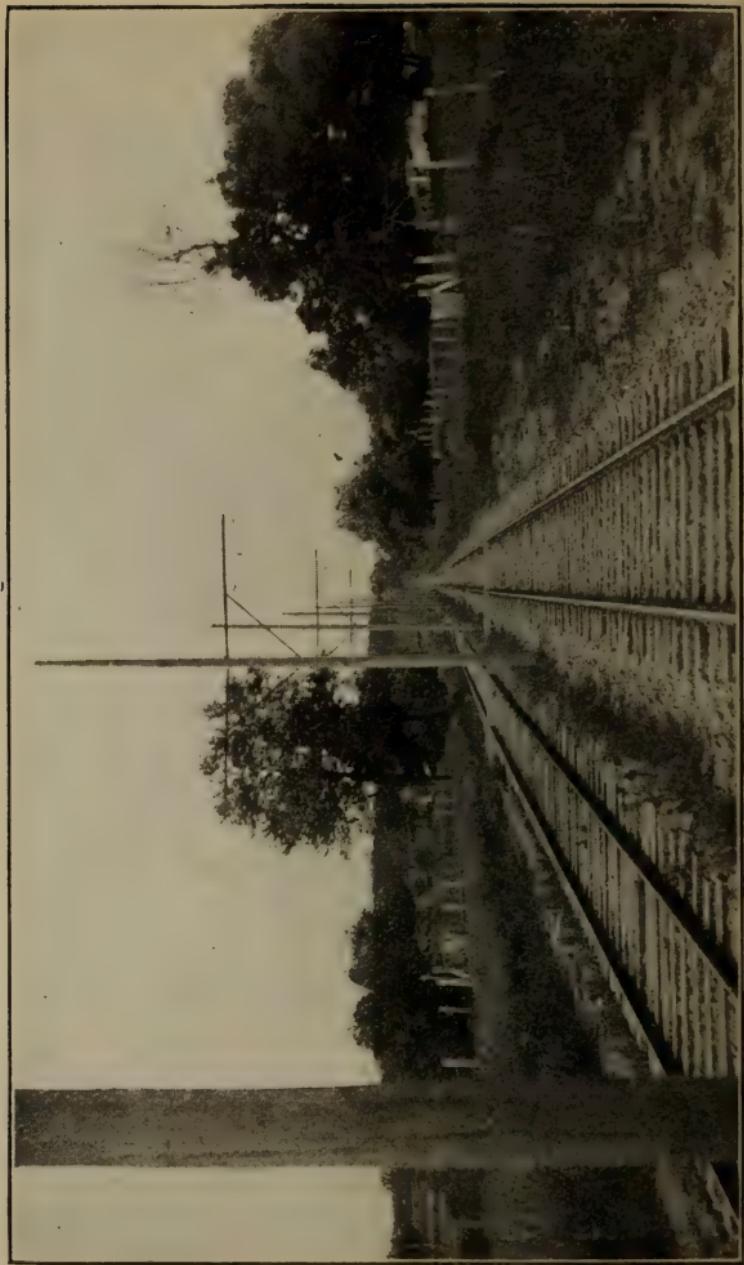
UX BRAVES DE 1760, ERIGE PAR LA SOCIETE SAINT-JEAN-BAPTISTE DE QUEBEC, 1860.

On the right side of the arms of England and the name of Murray, the Governor of Quebec. On the left side is the name of Levis, who commanded the French and the arms of Old France. On the opposite side is a bas relief of Bumont's Mill and the arms of Canada. This monument was inaugurated with great ceremony, on the 19th October, 1862, by Lord Monk, then Governor-General of Canada, and an eloquent discourse was given on the occasion by the Hon. P. J. O. Chauveau.

The third drive recommended is that by way of the Charlesbourg road, also across Dorchester Bridge and the river St. Charles. This is also a very beautiful road, affording especially a magnificent view of nearly the whole city.

#### FORT JACQUES-CARTIER

THIS is one of the principal spots of historic interest on this road and is marked by a massive stone monument erected in 1888, at the confluence of the little river Lairet with the St. Charles, where Jacques Cartier spent the winters of 1535-36, with the crews of his little ships, the Grande and the Petite Hermine,



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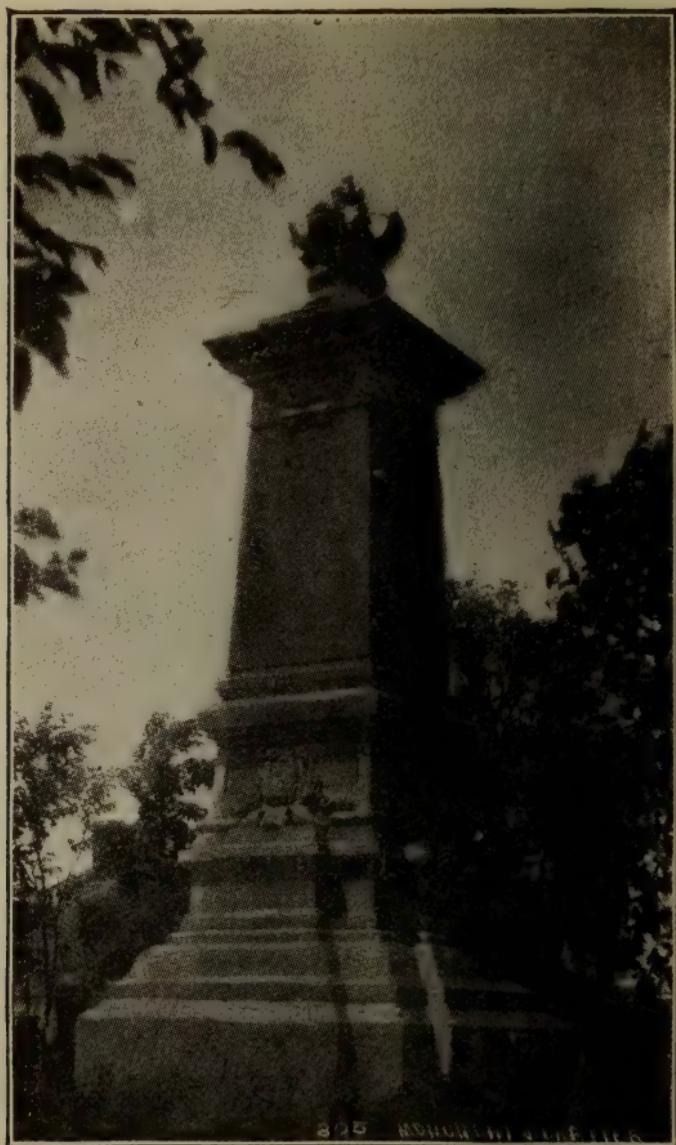
nd erected his first fort immediately opposite the  
ndian encampment of Stadacona, of which Dono-  
ona was the chief. On the 3rd of May, 1536, three  
ays before his return to France, Cartier erected a  
rge cross, 35 feet high, at this place. This cross  
ore the arms of the King of France and the inscrip-  
on:

FRANCISCUS PRIMUS DEI GRATIA FRANCORUM  
REX REGNAT"

A substantial cross, bearing a similar inscription  
as erected upon the same site in 1888. Ninety  
ears after Cartier spent his first winter here, the  
te of the earliest building erected in Canada by  
uropeans, became that of the first Jesuit monastery.  
lose by, on the grounds of the late Mr. G. H. Parke,  
Ringfield, the side of one of Montcalm's fortified  
amps, the lines of which can still be made out.  
urther on, upon the first foot hills of the Lauren-  
an Mountains, stands the village of Charlesbourg,  
here the terrified woman and children found refuge  
uring the siege of Quebec. At a distance of some  
our miles to the eastward of it, at the foot of La  
Iontagne des Ormes, are the ruins of

#### CHATEAU BIGOT OR BEGON

OMETIMES called Beaumanoir of the Hermitage;  
uins which can now but faintly give an idea of what  
he original building was, of its grandeur, of its ex-  
ent, of its secret passages or its form. Two gables  
nd a centre wall, or rather the remnants of them,

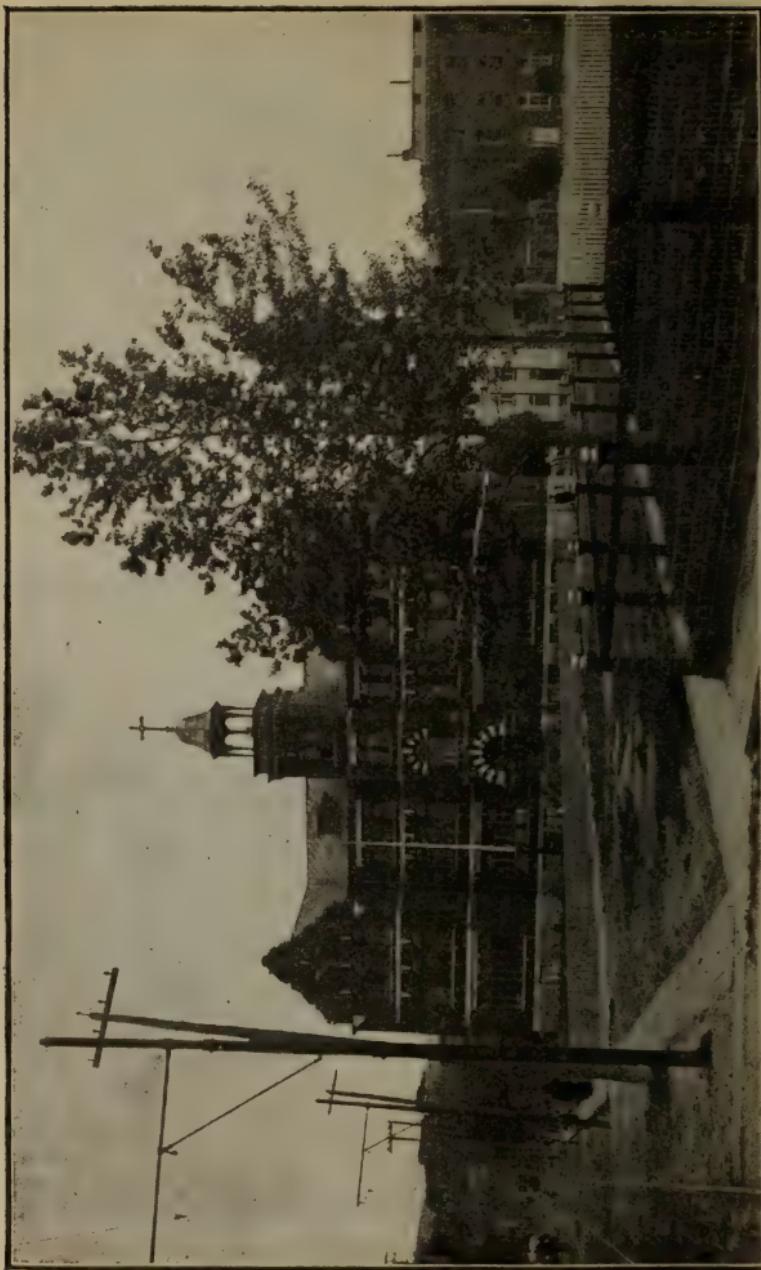


JACQUES CARTIER MONUMENT.

re visible, and from the fact, of there being a sort of clearance, now partly overgrown, we may presume that there was a garden. Ensconced in the midst of a forest on one of the slopes of the Laurentides are these relics of the past and one cannot but be impressed with deep melancholy as his eyes rest upon his deserted spot, and his fancy re-peoples the shattered halls and chambers, with the people who once crowded them. History has given some few indistinct data and imagination has done the rest for his story of the past. It is stated, evidently without authority, that the Intendant Bigot, whose profligacy and extravagance were unlimited, and whose apacity supplied his requirements, constructed



RUINS OF CHATEAU BIGOT.



ST. MALO CONVENT, QUEBEC.

this chateau in the wilds of the mountains, and hither, with companions as graceless as himself, he was wont to adjourn to indulge in every excess of dissipation. The Intendant was a man fond of field sports, and the chateau, it is claimed, was the headquarters of his hunting expeditions. It is said that on one of these he lost his way, and met a young Algonquin squaw of singular beauty, who led him to the chateau, and being induced to enter its walls, its strong doors were closed against her aggress, and she remained there a prisoner either to love or to fate. But the Intendant was a man of mark in the colony, a man to satisfy the longings of any ambitious girl who might wish for power, and such a one there was in the city of Quebec, who was determined to have the Intendant as her lord, that she as wife, might rule, in New France, and punish those who had slighted her. Such a one it is said by Mr. Kirby, in his historical romance, "The Golden Dog," was Angelique de Meloïse; and she had heard of the Indian maid at Beaumanoir. Murder was a trifle to such natures as hers, wholly absorbed by ambition; one night a piercing cry was heard echoing through the halls and corridoes of Beaumanoir, and Caroline, the unhappy Algonquin, was found stabbed and dead. Not long since was to be seen her grave stone in a vault of Beaumanoir, with but the letter C engraved thereon. It is said that the unhappy Caroline was not of full Indian race, but that her father by marriage, was an officer of high rank in the army of France. Such is the story, not the first nor the last connected with this place which has been replete with guilt and caused much sorrow.

If the visitor cares to extend his drive further along the Charlesbourg road, he can visit two beautiful sheets of water, lake Beauport and lake St.



**LATE CHIEF TAHUNRENCHE,**  
Of Lorette Hurons, P. Q.

Charles, the latter the head of the city water works, and both favorite resorts of local trout anglers.

### LORETTE

THE fourth drive suggested is to Indian Lorette, which can be taken either by the way of Charlesbourg or the little river road, Lorette distant about nine miles from Quebec, close by the beautiful falls of the river St. Charles. Here will be found the remnant of the once powerful Hurons, who, after the treacherous massacre of their tribe by the Iroquois, sought refuge near Quebec, and, adopting the religion and language of the early French settlers, allied themselves with them in resisting the incursions of the common enemy. The village was first settled in 1697. The Indian Chapel, over 200 years old, contains many relics of the early French regime, and is well worth visiting. Lorette can be reached in 30 minutes by the trains of the Quebec and Lake St. John Railway.

### LAKE ST. JOSEPH

To appreciate Quebec you must be near enough at hand to get the right perspective, and far enough away to enjoy afresh the sensation that belongs to the approach to an incomparable city by a strange, path.

With fine understanding of the art and practice of holidaying the Lake St. Joseph hotel was built on the lake of that name, twenty-two miles from Quebec, and there is a train service provided by the Q. & L. St. J. Ry, who also operate the hotel.

The loveliest sheet of water in eastern Quebec is Lake St. Joseph. The Algonquin and Huron Indian

who hunted all around it, called it, "Ontaritzi" but the early French settlers, impressed by its restful charm, named it after their Patron Saint.

There is a compelling charm about the immediate neighborhood of the lake St. Joseph Hotel and the visitor may find something new to do or to see within walking or boating distance of the hotel at any time. But added to this the visitor has the great advantage offered by the close proximity of many places of historic and romantic interest which provide objective points for many pleasant "outing" days.



LAKE ST. JOSEPH FROM HOTEL.

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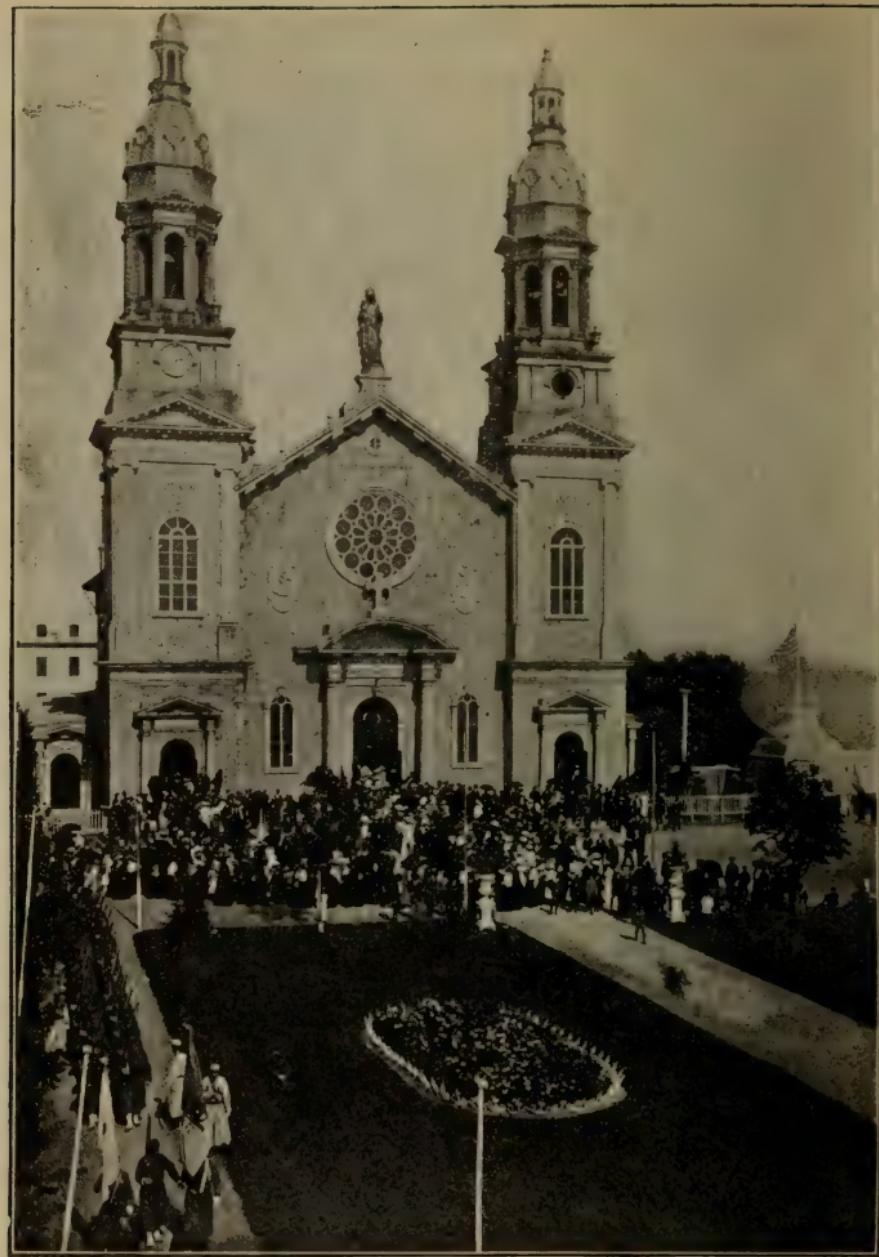
For information regarding Tourist Trips, etc.,  
Apply to Ticket Offices

**30 ST. JOHN STREET  
CHATEAU FRONTENAC  
PALAIS STATION**



## LA BONNE STE-ANNE

No visitor to Quebec should omit to make the trip to the far-famed shrine of Ste. Anne de Beaupré or La Bonne Ste. Anne as it is called, which can be effected in an hour by the comfortable and speedy steam and electric cars of the Quebec Railway, Light and Power Company. Ste. Anne de Beaupré lies below the Falls of Montmorency, twenty-one miles from Quebec. For over 250 years it has been the Mecca of devout pilgrims seeking restoration of health and miraculously obtaining it. Tradition relates that in the early part of the seventeenth century some Breton mariners, who were overtaken by a violent storm while navigating the St. Lawrence, solemnly vowed to Ste. Anne that, if delivered from the dangers which encompassed them, they would erect a sanctuary in her honor on the spot on which they should land. Their prayers being heard, they built a small wooden chapel in fulfilment on their vows, which has since become famous and which then, as now, was called by her name. The primitive little church was replaced by a larger structure in 1660, which, subsequently rebuilt and enlarged, finally gave way to the present magnificent edifice, which was raised to the dignity of a Basilica by Pope Pius IX. It is a fine specimen of Corinthian architecture and is of immense proportions. A colossal statue of Ste. Anne of marvelous beauty surmounts the facade between twin towers rising to a great height. The interior of the sacred edifice rivals the most famous cathedrals in the world in beauty and imposing grandeur. On each side of the entrance are large pyramids of crutches and canes and trusses and splints left by former owners as mute testimony



THE BASILICA OF STE. ANNE DE BEAUPRE.

# HOTEL REGINA

**T**OURISTS wishing to make a stay at Ste. Anne de Beaupré will find the *Regina* most satisfactory in every respect. Commands a full view of the River St. Lawrence and surroundings, and is near the wharf, the depot and the Basilica. Mr. A. S. Godbout the manager, is always on the *QUI VIVE* to make his guests comfortable and his table is first class in every detail.

## LE MUSÉE ROYAL

— A —

### STE-ANNE DE BEAUPRE

Est la plus grande attraction du genre au Canada. Entre autres merveilles de l'art, vous y voyez la CENE, reproduction exacte de la peinture du Louvre, de Paris. Les anciens Canadiens de Ste-Anne il y a 250 ans, et une foule d'autres groupes historiques.

ADMISSION GRATUITE EN ACHETANT POUR 25cts. DE SOUVENIRS  
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# Royal Museum

THE FINEST  
—MUSEUM—  
IN CANADA

ALP. MOREL, Prop.

## Ste. Anne de Beaupré



TOURISTS AND PILGRIMS while in Ste. Anne should not fail to visit one of the greatest **wax-work exhibition in the world**. To reach the Royal Museum, third block at your left from the church, Main Street.

One of the most wonderful groups is:—**The first old French Canadian couple** who resided in Ste Anne de Beaupré two hundred and fifty years ago, with the antiquities of the place at that time. This couple lived during a century in a little stone house opposite the old church.

Besides other marvels of art you see:—**The martyrdom of Louis Guimont**, the First Curé at Ste. Anne in the year 1658 he placed three small stones in the foundation of the first church and was instantaneously cured.

One of the most wonderful piece of fine art in America is:—**The "Last Supper."** This Last Supper is a master-piece reproduced from a painting of the Louvre, in Paris. This group is so well developed that it is the admiration of all the visitors and is valued very highly.

Also one of the finest groups is:—**The last moments of the Marquis of Montcalm**. He was born in France in the year 1712, and he soon became one of the highest French Generals. He was sent to Quebec where he died gloriously at the battle on the Plains of Abraham on the thirteenth of September 1759.

Besides those groups mentioned you see many other marvels of art. The pilgrims or tourists who do not visit this Museum miss a great part of their visit.

**Admission is free** to each one buying souvenirs to the value of **twenty five cents** at the **Royal Museum Store** or entrance fee **fifteen cents**.

of the saint's intervention on their behalf. There is also another statue of Ste. Anne, resting on a column of white marble, to which some deeply venerated relics are attached—a fragment of a finger bone of the saint procured by Laval, the first Bishop of New France; a part of the saint's wrist sent by Leo XIII; and a portion of the rock from the grotto in which Ste. Anne gave birth to the Virgin Mary. The "sacred stairs," which the zealous supplicants ascend upon their knees, is built in imitation of Pilate's Palace at Jerusalem, and the magnificent painting and statuary represent the life of Christ from Bethlehem to Calvary. Thousands of tourists visit Ste. Anne de Beaupré, impelled by the curious scenes witnessed there and the costly works of art possessed by the sanctuary; and the high esteem in which the patron saint is held is shown by the remarkable increase in the perennial pilgrimages to her shrine. In 1874 there were 17,200 visitors; in 1884, 61,000; in 1889, 100,000; in 1893, 130,000; 1902, 150,000 and 1907, 1,399,008, which number is largely increased every year. Formerly the pilgrimages were from the Province of Quebec only; but now they are from the other provinces of Canada and from the United States. Good hotel accommodation is provided for visitors. The celebrated Cyclorama of Jerusalem, the day of the Crucifixion in permanent exposition at Ste-Anne de Beaupré, since 1895. Is regarded as a masterpiece of Panoramic painting, the most remarkable on the American continent. The great scene of the death of Christ on the Cross, and the City of Jerusalem, reproduced by a master hand on a circular canvas 45 feet high and 360 feet in circumference. A few miles below the famous shrine and the beautiful falls of the Ste. Anne river, known as the "Three Falls," which are also well worth a visit.



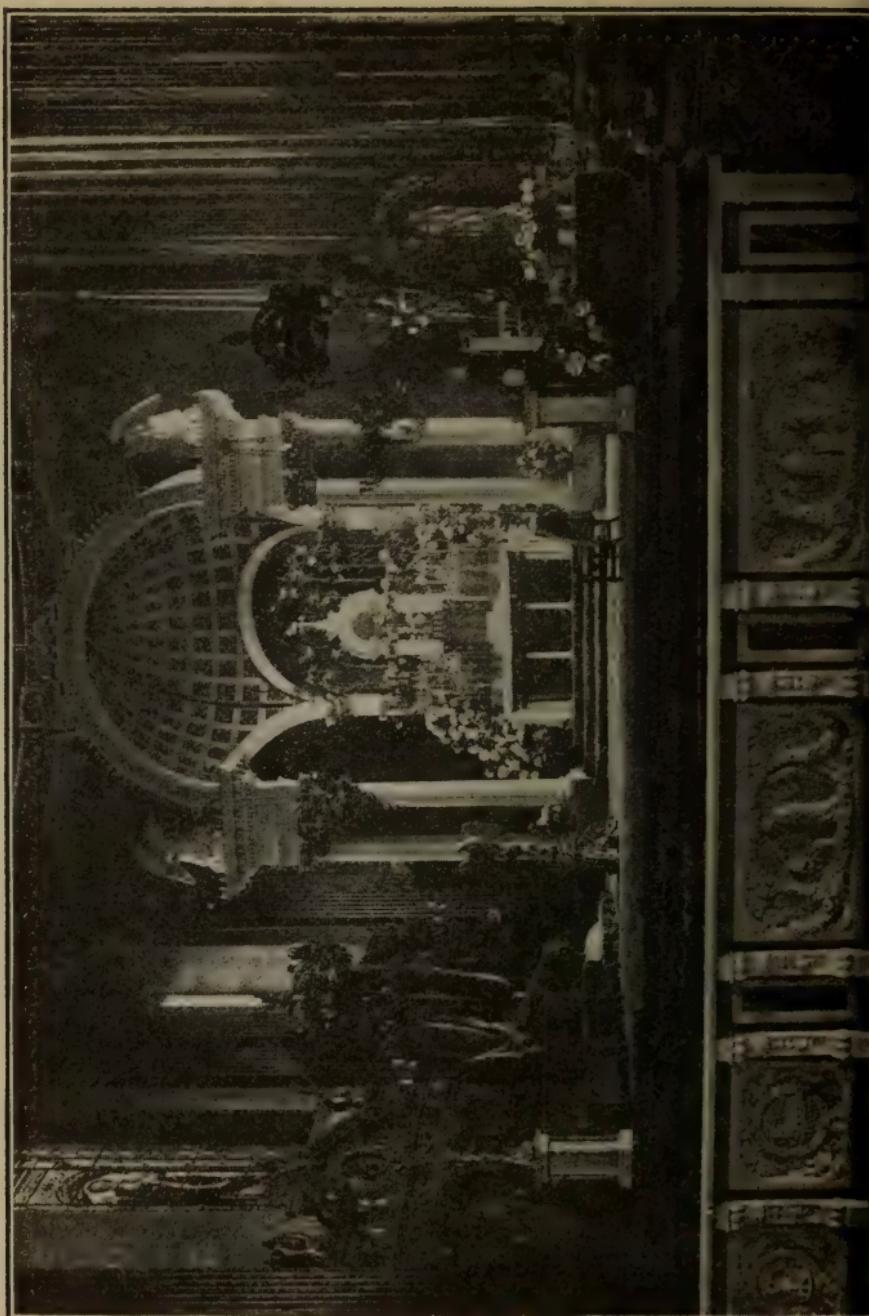
**STE-ANNE DE BEAUPRE.**—The Reliquary.

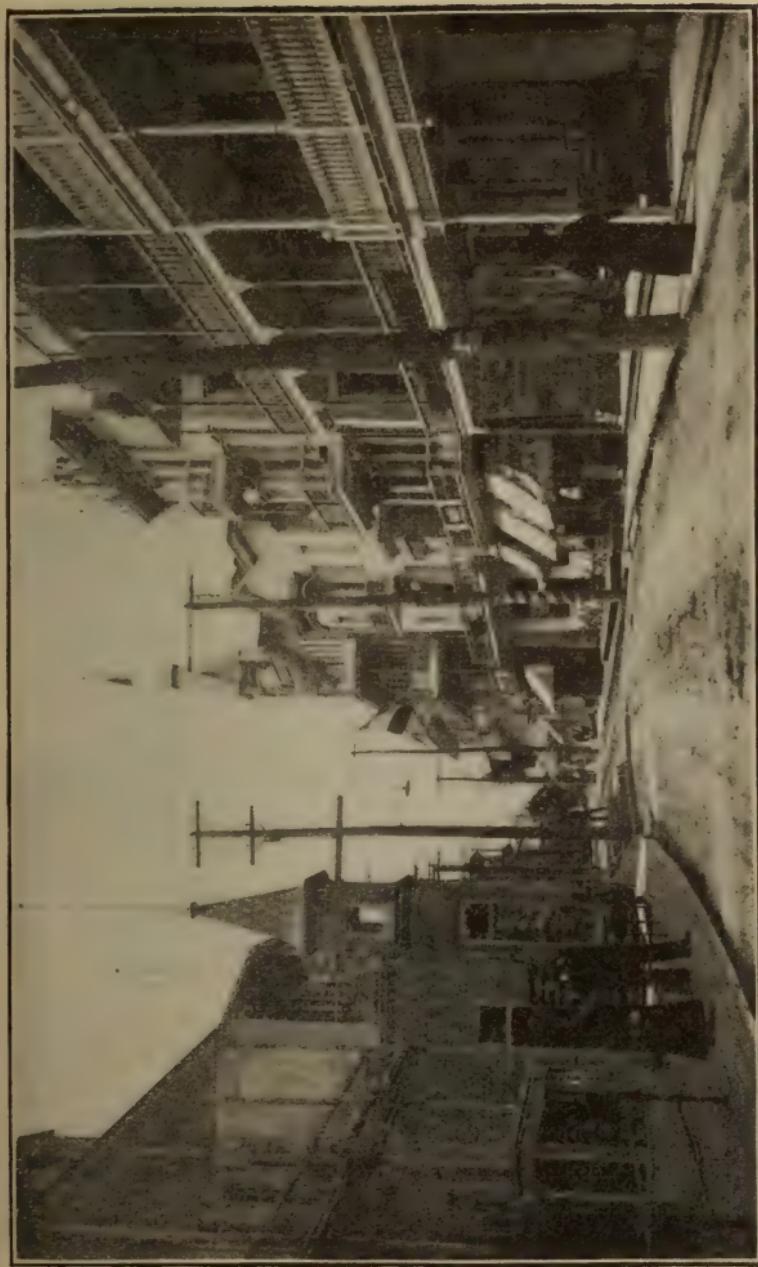
## ISLAND OF ORLEANS

THE Island of Orleans, or the Isle of Bacchus, as it was first called, or Minego by the Indians, or Isle des Sorciers by the credulous, is reached by ferry from Quebec, as soon as navigation opens, and is a favorite summer retreat of the Quebecers. Its history is replete with stirring events. Wolfe took possession of it in 1759 and his troops ransacked it from end to end. The villages of Ste. Petronille, St. Pierre, Ste. Famille, St. Jean, St. Laurent and St. Francois, are all flourishing, and their churches date from the old times or have been replaced by modern edifices. A steamer called the "Frontenac" runs daily between Quebec and the island for the convenience of strangers. The views of Quebec and the Montmorency Falls, in fact of all the surroundings, are very fine, while the delightful walks and drives through the woods and along the beach are a constant source of pleasure.

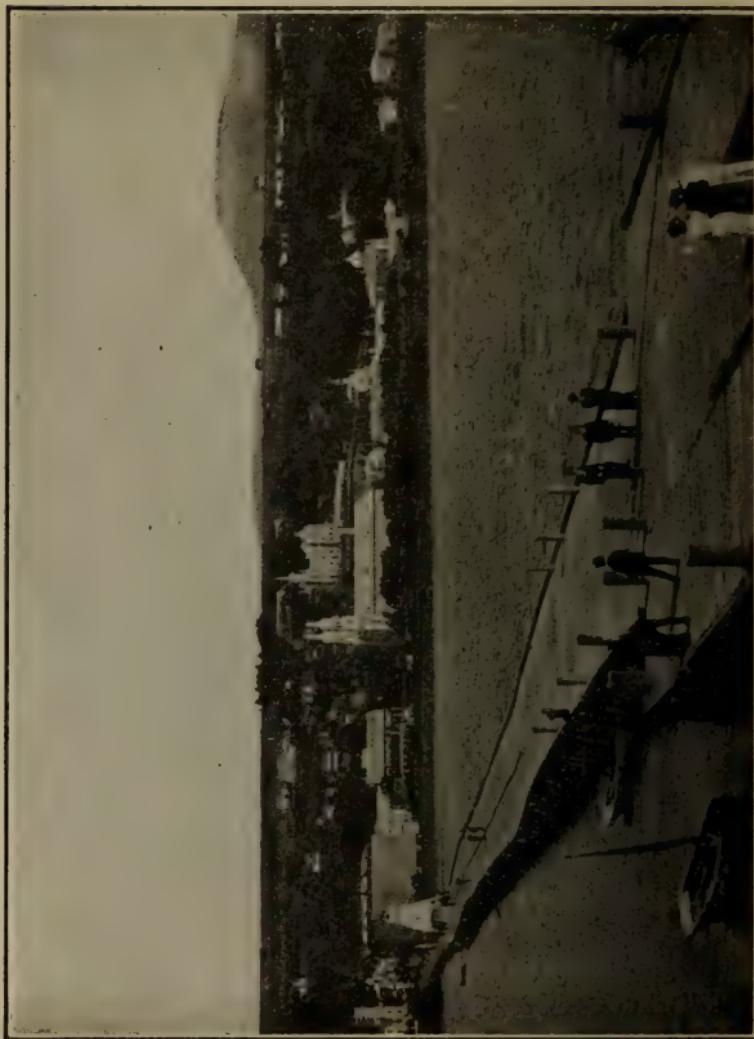
## LEVIS

A VISIT to Point Levis, opposite Quebec, and especially to the three great military forts there already described, is exceedingly interesting. The Government Graving dock and the military camp at St. Joseph, a couple of miles to the eastward of the town, are also worth seeing, while within a short distance to the westward are the beautiful falls of the Etchemin and Chaudière rivers, and the very pretty frescoed and handsome church of St. Romuald, or New Liverpool. The views of Levis are also magnificent. It was from its heights that the English bombarded Quebec in 1759 and it was down the valley of the Chaudière swarmed Arnold and his brave followers in 1775, and on the banks of the river they first looked





STE-ANNE DE BEAUPRE.—Main street.



STE-ANNE DE BEAUPRÉ, FROM WHARF.

upon the city which eventually proved their prison or their grave. The junction station of the Inter-colonial, Quebec Central and Grand Trunk Railways is in the town of Levis, immediately opposite Quebec, and reached in a few minutes from the city by the ferry boats which cross every fifteen minutes during the day up to 10 p.m. in summer.

### SEEING LEVIS BY ELECTRIC CARS

BEFORE leaving Quebec you should take a ride over the Levis Electric Railway. Levis is situated across the St. Lawrence river from Quebec, and from its cliffs the views are magnificent. In the foreground we have the intense blue of the river, and back of this, the Quebec Citadel, Dufferin Terrace, and the country framed by the grand mountains which cannot be seen in their full beauty from the Quebec shore. There are three forts in Levis of historic interest, for from them Wolfe shelled Quebec in 1759. The electric railway meets the ferry and then proceeds east along the river bank to Fraser street, where it begins to climb to the top of the cliff; here it turns and runs back towards the ferry on the higher level. The view from the point is one of the finest imaginable, for it is possible to see both up and down the river at the one place. Across the river are seen the villages of Beauport and Montmorency, the beautiful church of the former lifting its twin spires against the purple mountains; to the right, the heavily wooded end of the Isle of Orleans, while to the left the Chateau Frontenac and the massive fortress are outlined against the sky.

Passing the Hotel de Ville and the Levis church, the cars take one through the principal business street of the upper town as far as the market, where



QUEBEC & LEVIS FERRY.

they turn to come back. When they have reached the corner of Commercial and Fraser streets it is possible to proceed still further east to St. Joseph, where there is a very interesting Government dry-dock and a second one in course of construction, which will be the largest dry dock in the world from where one can see the famous Montmorency Falls and pass by two very old and quaint little wayside chapels; or to go west on the bank of the river to St. Romuald, crossing the Sault and Etchemin rivers and having a constant succession of charming scenes of Quebec and Sillery.



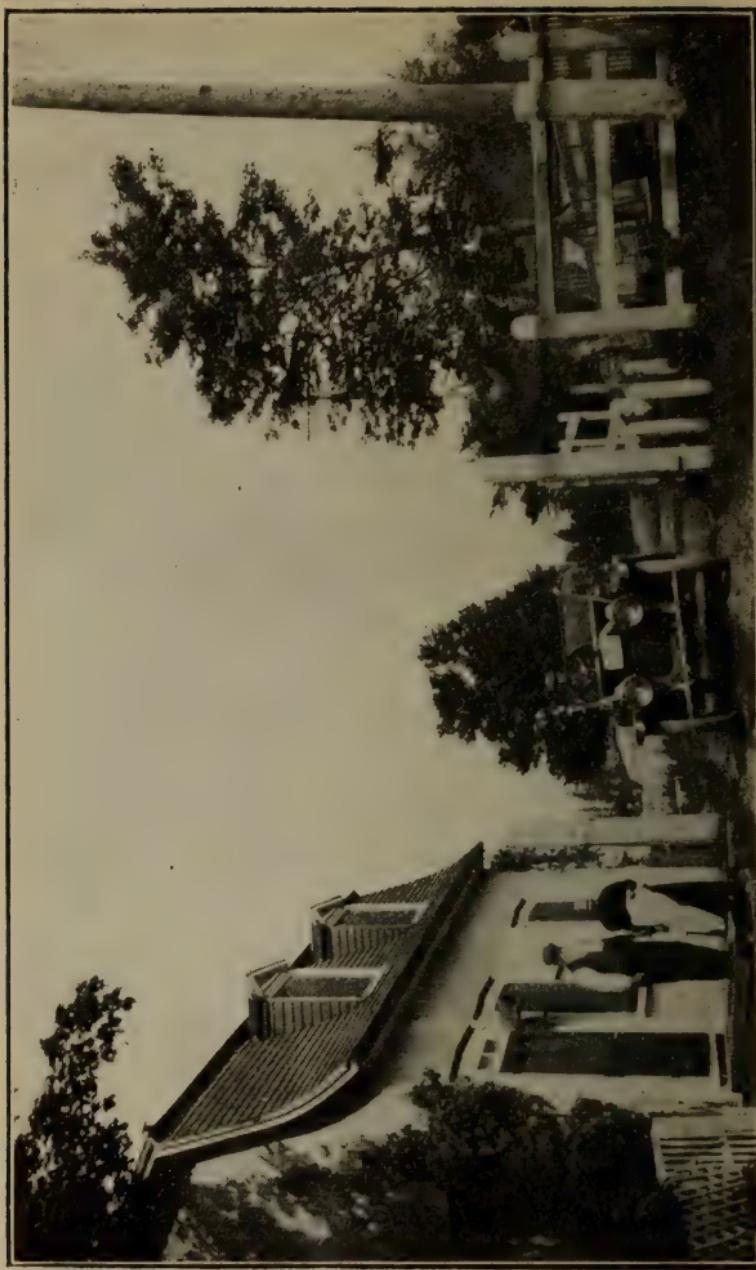
A TYPICAL MARKET SCENE.



LEVIS, FROM QUEBEC.

## Lower St. Lawrence

To the visitor desirous of extending his trip below Quebec and enjoying the cool, re-invigorating breezes and the magnificent scenery of the Lower St. Lawrence and the Far-Famed Saguenay river, the tour by the splendid palace steamers of the Canada Steamship Lines, Limited, to Chicoutimi and back is particularly recommended; on the way back he will see much to charm and interest him:—Grosse Isle, Canada's quarantine station, a speck of green in the purple scarf of the St. Lawrence recalling sad memories of '47 and '48, when the scarlet bird of fever hung over it and thousands of poor Irish emigrants found their last resting place beneath its wing; Baie St. Paul and Les Ebolements, pretty summer resorts; Murray Bay, Kamouraska, and Tadousac, at the mouth of the Saguenay, 130 miles from Quebec, probably the most interesting historic spot in Canada from the fact that it was not only the first settlement and trading post of the French on this continent, but also the place where the first Christian church was built and where the great Jesuit discoverer, Father Marquette, resided for some time. Tadousac is also a delightful watering place, where Lord Dufferin, a former Governor-General, spent a large portion of his holidays and where there is a splendid hotel, which, under its present ownership and management by the Canada Steamship Lines, cannot fail to become immensely popular.



QUEBEC TO STE. ANNE.—Montmorency Falls, Toll-Gate.

### THE SAGUENAY RIVER

THERE is probably nothing grander than a sail up the world-renowned River Saguenay. On each side are the towering and precipitous cliffs, while beneath roll the dark waters of this mysterious river, which partakes of a gloomy and almost hideous character. One might imagine himself on the river Styx, and when now and again a seal is seen to appear on the surface, one reverts to Dante's Inferno and dreams that a lost soul is plunging in the dark river. The sombre appearance of the river is deepened by the frowning Capes Eternity and Trinity, which rise perpendicularly to a dizzy height. A colossal statue of the Madonna is placed on the summit of Cape Eternity, at whose base is erected a small chapel. No one should miss a sail on this wild stream. Ha! Ha! or Grand Bay is a beautiful expanse of water, 60 miles from the mouth and ten miles south of Chicoutimi, the seat of the great wood pulp industry of the district. This point as described on another page, may also be reached by rail from Quebec which will afford a daylight view of the Laurentian mountains, lakes and rivers. The tourist takes the train at Quebec, direct for

### LAKE ST. JOHN

THE great inland sea of the Province of Quebec and the centre of the famous *ouananiche* fishing grounds to Roberval, or Metabetchouan, and where he can, after a comfortable meal and rest, take either the train for Chicoutimi, to descend, by daylight, the Saguenay river, which is usually ascended at night, or board the regular train of the Quebec and Lake St.

John Railway, and be conveyed back expeditiously to old Quebec through the very heart of

### THE CANADIAN ADIRONDACKS

A REGION as remarkable for the wild grandeur of its scenery as it is famed for the great size, beauty and gameness of the trout that abound in its myriad lakes and streams, and the abundance of the moose and other game to be found in its forests. Half way between Roberval and Quebec, at Lake Edward, one of the famous trout fishing lakes in this region, there is an excellent hotel, the Laurentides House, and some 1500 miles of reserve, for the use of anglers and travellers. Lake St. Joseph, some 20 miles from the city, also a beautiful and attractive sheet of water both for the angler and the lover of the picturesque, is only 50 minutes from Quebec and contains the summer houses of many of its citizens also a fair hotel.



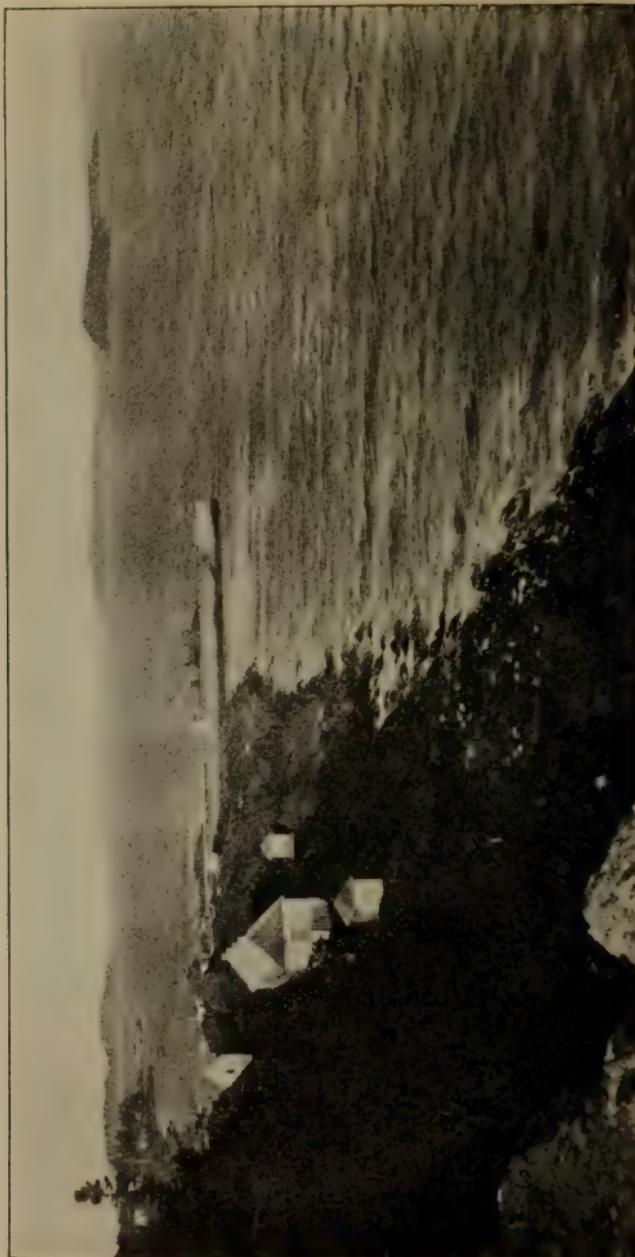
## Leaving Quebec

THE choice of route on leaving Quebec depends altogether upon the direction in which the visitor is going. But, if he has come by rail and is returning westward, he is advised by all means to go back by the river to Montreal by the splendid boats of the Richelieu line, which will afford him an opportunity of enjoying the beautiful scenery of the St. Lawrence above Quebec, besides many points of historic interest on its banks that would be otherwise missed. If he has come to Quebec by the river, then he has the choice of four roads, C. P., or C. N., on the north shore or G. T. and I. C. on the south side. The Quebec Central Railway is the most direct route to the New England States from Levis, and the Intercolonial Railway affords the most direct outlet to the Maritime Provinces of New Brunswick, Nova Scotia and Prince Edward Island. But, by whatever route he goes, he cannot fail to carry away with him the most delightful memories of Quebec, the quaint old city on the St. Lawrence.

“—gleams above her granite throne,  
Her gray walls gird her ample zone,  
She queens the North, supreme, alone.”

### TOUR OF THE SAGUENAY

THERE are many objects of interest to note in making this excursion. In leaving Quebec, there is a fine view of the city and harbor from the promenade

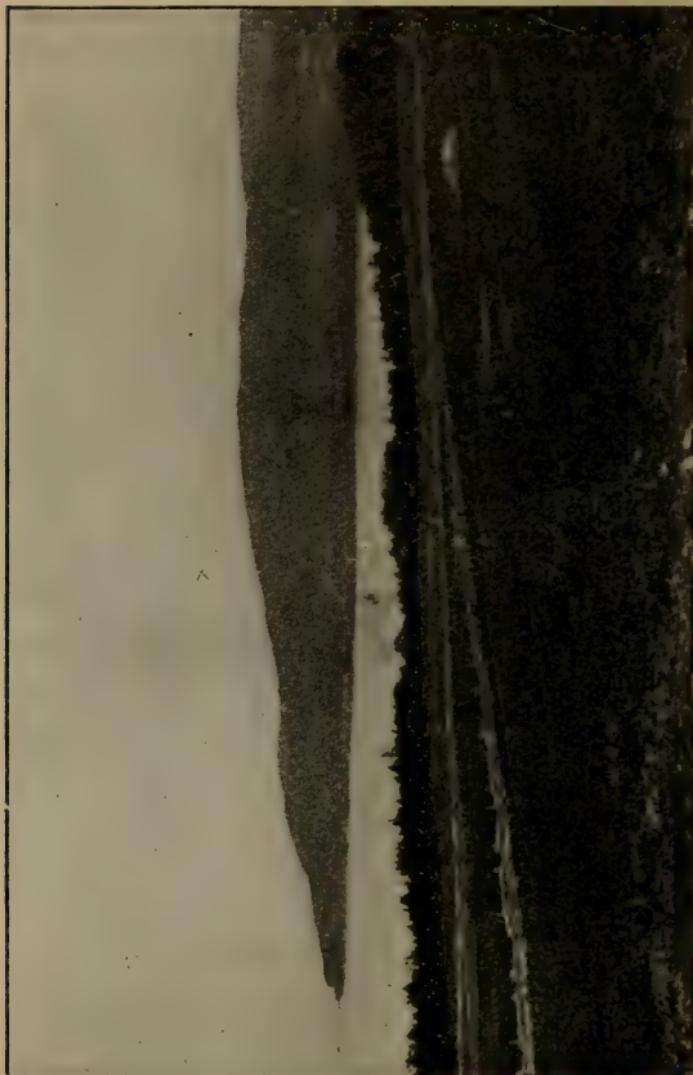


GROSSE ISLE, QUARANTINE STATION.

deck of the steamer. Cape Diamond, with its Citadel and battlements, and the city surrounding the same on all sides, its domes and spires, the ramparts and batteries crowning the thriving town, the fertile plains of Beauport in the foreground, lend an enchantment to the sight seldom found; also the harbor improvements; the Louise Tidal Basin, the largest of the continent. Looking across on the south side, opposite Quebec, there stands the growing town of Levis, of about 12,000 inhabitants, being the Terminus of the Grand Trunk Railway, the Quebec Central, and Intercolonial Railways; the terminus also of the Royal Mail Ocean Steamers. A little back of the town are the celebrated fortifications built by the Imperial Government. There is also a graving dock, at St. Joseph point, two miles westward. The "Montmorency Falls" charm the beholder as the steamer swiftly glides by. Then turning from the city, we see the Island of Orleans. It is situated five miles below Quebec; it is twenty miles in length and six in its greatest width. There are several villages scattered over its surface: its soil is very fertile; it rises to a considerable elevation at its western extremity and on the high land are numerous Catholic churches and one Protestant. The total population of the island is between 6,000 and 7,000. A ferry steamer plies regularly between the city and the island.

#### CAP TOURNENTE

As soon as the Isle of Orleans is passed, this cape is well seen; it rises to an altitude of about 2,000 feet. On the highest elevation a cross was erected in 1616, which was replaced by a small chapel erected in 1870. Below this island the salt water commences.



MURRAY BAY, FROM CAP-A-L'AIGLE.



## ALL TOURISTS SHOULD VISIT

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VISITING THE FAMOUS QUEBEC  
RIDGE



The world's greatest bridge engineering feat finally completed after many years work in which two catastrophies visited the structure. Everyone agrees that the best obtainable view is from the south shore and the LEVIS TRAMWAYS COMPANY traverses a most entrancing route along the water's edge for 8 miles from the Quebec and Levis Boat Ferry. Quaint villages, pretty lanes and a truly scenic route, the cars offer an unsurpassed pleasure trip. Buy your tickets at the Ferry, round trip 50c. from Quebec, cars running in junction with boats. Take your camera with you.

Many interesting side trips are available.

### GROSSE ISLE

Is now seen in full view; it is noticeable as being the quarantine station for Quebec. Many islands are now passed of remarkable scenic beauty and very fertile, and renowned for the quantity of game of all sorts which flock to them in season. At this point the river widens considerably and ere long has reached such a width as to render its shores almost invisible from the deck of the steamer. Passing onward, we view Baie St. Paul and Isle aux Coudres, which is remarkable for its rich iron mines. All along the route the river presents one continuous panorama of the wildest scenery only second to the noble Saguenay river.

### MURRAY BAY

Is now reached, a favorite watering-place of the Lower St. Lawrence. The village is picturesquely situated amid frowning hills and wild scenery. This is a favorite summer resort for the fashionable world and also for families, the accommodation being unsurpassed — comfortable hotels, among which special mention must be made of the Manoir Richelieu, well-furnished and well-arranged boarding-houses also numerous cottages which are rented to visitors. Here also is a valuable mineral spring, whose waters are highly recommended to invalids, it possesses also good sea bathing and fine bracing air. It is renowned as a sporting place both for anglers and field sports, surrounded by numerous lakes, all well stocked with the splendid trout usually supplied on board the company's Saguenay steamer. Some miles below Murray Bay

### THE PILGRIMS

ARE seen. They consist of a remarkable group of rocks which from their height are visible at a great distance, the "mirage" seeming constantly to dwell about them, due to refraction of the sun's rays owing to the rocks being sparsely covered with vegetation.

### RIVIERE DU LOUP

Is reached, on the south shore. Connection is made with the Intercolonial Railway. Tourists to or from the Atlantic States or Provinces, via Halifax or St. John, take leave of us here. Those desirous of visiting the far-famed watering-place of

### CACOUNA

CAN, after an exceedingly pleasant drive of about six miles, bordering the sea shore, find themselves in a fashionable resort containing a number of very fine summer villas, situated on its heights crowning the renowned Cacouna Bay. There are two very fine water-falls at Rivière-du-Loup.

### TADOUSAC

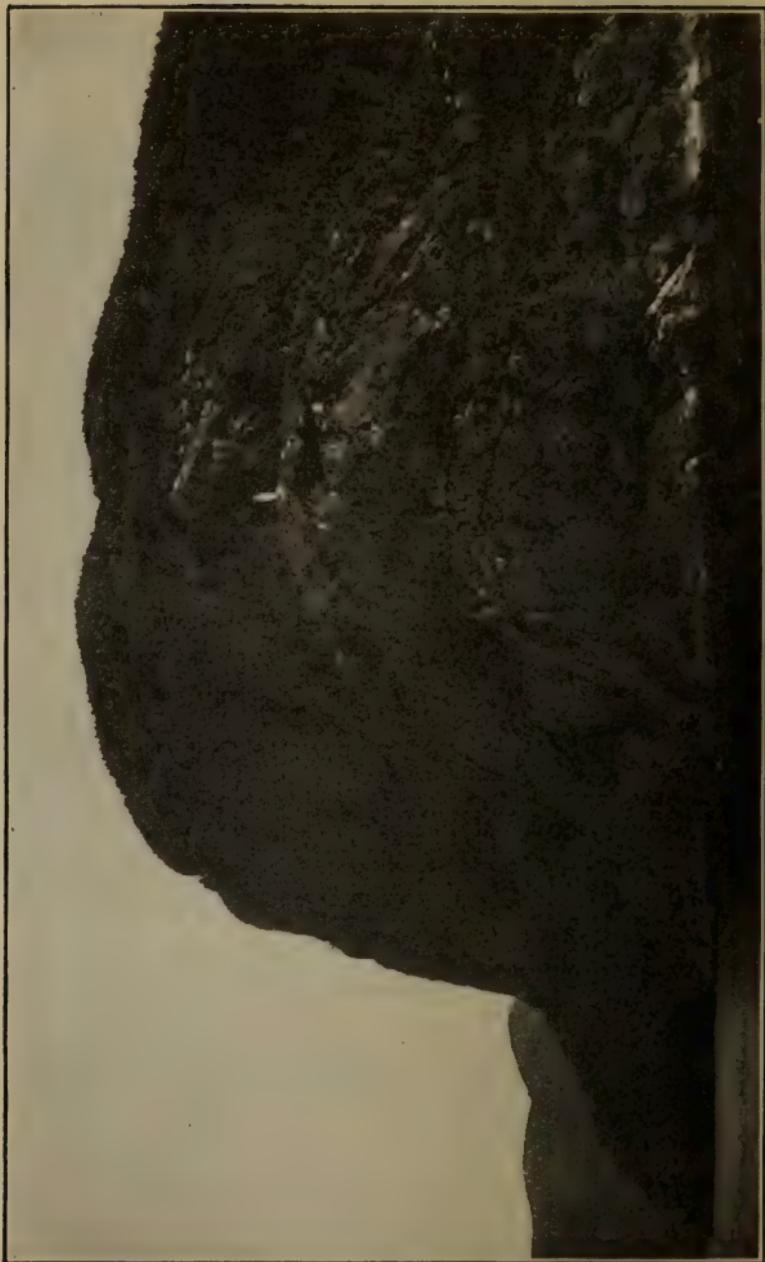
WHICH is at the mouth of the far-famed Saguenay. This is a very pleasant spot. There is a fine hotel at the head of the Bay which will accommodate 150 guests, with every convenience, and in connection with it are all kind of sports for the amusement of visitors. Within three or four miles in the interior there are numerous small lakes abounding with trout, and

between Tadousac and St. Etienne, on the Saguenay River, there is very good sea-trout fishing—free to all. Visitors can be supplied with boats and guides. The company's issue of tickets to the Saguenay affords ample time for tourists to stay over. Tickets are good for the season. There are numerous lakes also around Baie St. Paul, Ha! Ha! Bay, and Murray Bay, where fine trout fishing can be had. The accommodation at those places is very good. The bathing at this place is very superior. A large number of villas have been erected, including one built by the late Earl Dufferin.

Tadousac is interesting from its having been from an early period the capital of the French settlements, and one of their chief trading posts. The great white hotel throws its shadow over the little two-hundred-year-old chapel of the Jesuits, which stands at the foot of its lawn still preserved in all Jesuit establishment, and on this spot once stood the first stone and mortar building ever erected in America, the home of Father Marquette, the explorer of the river Mississippi. A cluster of pine trees over 200 years old has grown from the centre of these historical ruins. Getting aboard again we now really enter the justly renowned Saguenay. At every turn of the boat, some new attraction is discovered; our eyes are strained that we may catch a glimpse of all the magnificent grandeur that now bursts upon us.

### THE SAGUENAY RIVER

Is unquestionably one of the most remarkable rivers of the continent. Its waters are very clear and abound in a great variety of the fish. The scenery is wild and romantic in the highest degree. The



**TRINITY ROCK.**—Statue of the Blessed Virgin.

first half of its course averages half a mile in width, and runs through an almost untrodden wilderness. This wonderful river seems one huge mountain, rent asunder at remote ages by some great convulsion of nature. The shores are composed principally of granite, and every bend presents to view an imposing bluff. The capes show a long perspective of steps, high mountain walls, divided by gullies.

### CAPES ETERNITY AND TRINITY

ARE worthy of note. The first rises to a hight of 1,900 feet, and the other 1,800 feet. If the only recompense for the visit to the Saguenay was a sight of these stupendous promontories, with Cape Eternity showing its triple crown facing the Bay, its triple steps leading up from the river, the cross and the statue of the Holy Virgin, recently erected on the mountain, and the immense precipice rising out of the water we are sure no visitor would regret it. The steamer shuts off steam when approaching these capes, and the captain shapes his course to give the passengers the best view. The echo produced by blowing the steam-whistle is very fine. The water is said to be over 1,000 feet deep at the base of the rocks. Cape Eternity is by far the most imposing. Nothing can surpass the magnificent salmon fishing of the Marguerite and other streams. As the boat glides up the River Saguenay River

### HA' HA' BAY

Is reached, which is sixty miles from its mouth. It is a magnificent bay. The name arises from the circumstance of early navigators, who, not finding landing and anchorage until reaching this bay, at

last broke out laughing, Ha! Ha! when touching bottom with their anchors. Good fishing and first-class hotel accommodation can be had here. The fine views of the magnificent bay and the surrounding scenery are truly grand. The journey ends at

### CHICOUTIMI

THE most important part of the Saguenay, at the head of the navigation, situated about seventy miles from the St. Lawrence. The town numbers about



"HABITANT" FIRESIDE.

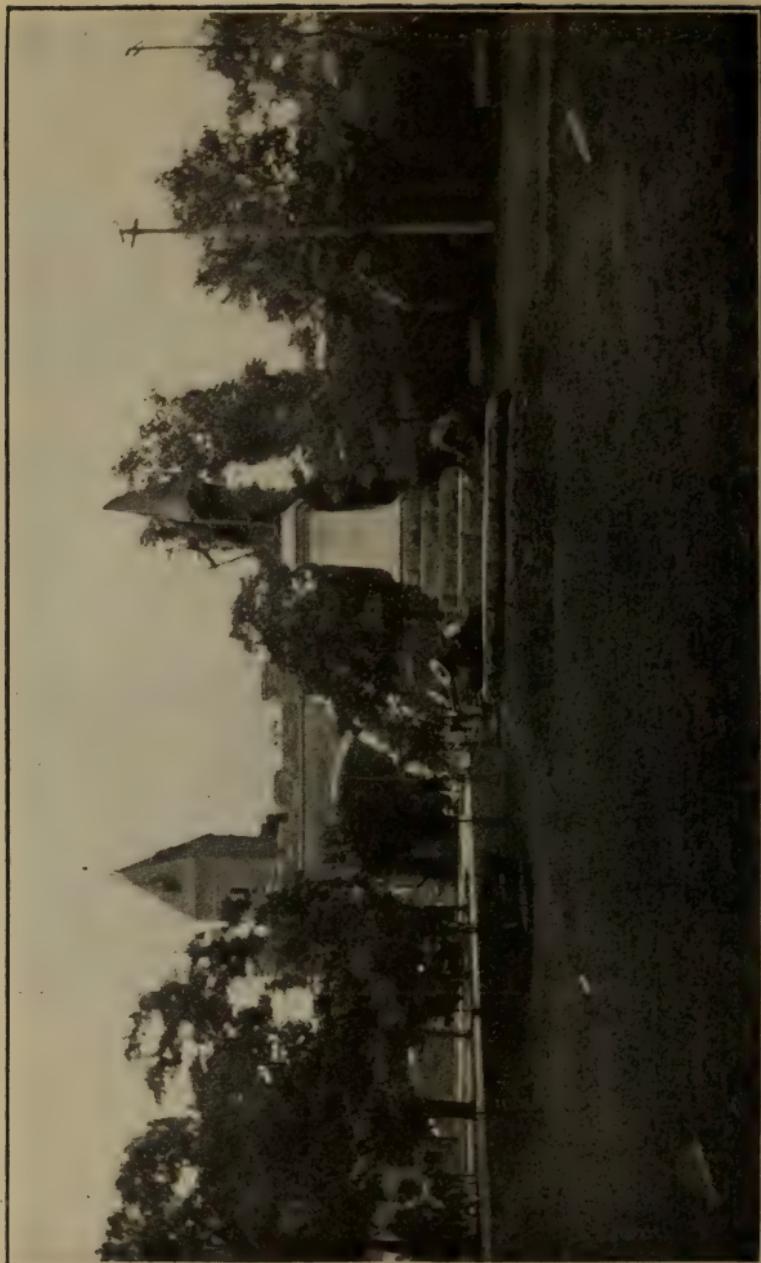
5,000 souls, is built along the south shore of the river; numerous mills are at one end, and at the other the commanding cathedral, seminary, convent and the bishop's palace. From this place the return journey

commences, and passes over again all the glorious scenes which we had before enjoyed.

This beautiful trip is easy of accomplishment. The fine comfortable steamers *St. Irénée*, *Tadousac* and *Murray Bay* are running regularly to Ha! Ha! Bay and Chicoutimi during the pleasure travel, and one steamer during the whole season of navigation. The pleasure seeker will experience all the comfort and accommodation necessary for the full enjoyment of such a trip. Rail connection may be made here from lake St. John and the regions beyond.



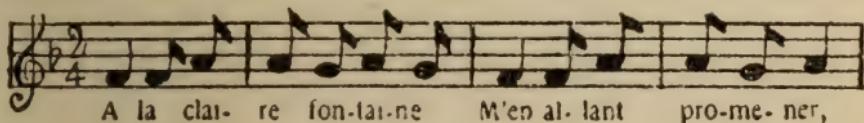
**CITADEL HILL.**



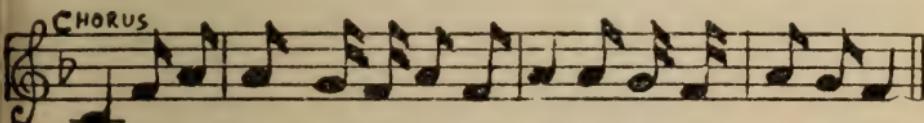
SOUTH AFRICAN MONUMENT, ESPLANADE AND ST. LOUIS GATE.

# Old French Songs

## A LA CLAIRE FONTAINE



J'ai trou-vé l'eau si bel-le Que je m'y suis baigné.



J'ai trouvé l'eau si belle  
Que je m'y suis baigné,  
Sous les feuilles d'un chêne  
Je me suis fait sécher.

Cho.—Lui ya longtemps que je t'aime  
Jamais je ne t'oublierai.

Sous les feuilles d'un chêne  
Je me suis fait sécher,  
Sur la plus haute branche  
Le rossignol chantait.—Cho.

Sur la plus haute branche  
Le rossignol chantait,  
Chante, rossignol, chante,  
Toi qui a le cœur gai.—Cho.

Chante, rossignol, chante,  
Toi qui a le cœur gai,  
Tu as le cœur à rire,  
Moi je l'ai-t-à pleurer.—Cho.

Tu as le cœur à rire,  
Moi je l'ai-t-à pleurer,  
J'ai perdu ma maîtresse,  
Sans l'avoir mérité.—Cho.

J'ai perdu ma maîtresse,  
Sans l'avoir mérité,  
Pour un bouquet de roses,  
Que je l'ai refusé.—Cho.

Pour un bouquet de roses,  
Que je l'ai refusé,  
Je voudrais que la rose,  
Fut encore au rosier.—Cho.

Je voudrais que la rose,  
Fut encore au rosier,  
Et moi et ma maîtresse,  
Dans les mêm's amitiés.—Cho.

---

## ALOUETTE

rato. mf

A - lou - et - te, gen - tille A - lou - et - te, A - lou - et - te, je te plu - me rai,  
 Je te plu - merai la tête, je te plu - merai la tête, et la tête, et la tête. O  
 A - lou - et - te, gentille A - lou - et - te. A - lou - et - te. je te plu - me rai

Alouette, gentille Alouette, Alouette, je te plumerai,  
 Je te plumerai le bec, je te plumerai le bec,  
 Et le bec, et le bec, et la tête, et la tête.—&c.  
 Alouette, gentille Alouette, Alouette, je te plumerai,

Je te plumerai le nez, je te plumerai le nez,  
 Et le nez, et le nez, et le bec, et le bec,  
 Et la tête, et la tête.—O, &c.

Alouette, gentille Alouette, Alouette, je te plumerai,  
 Je te plumerai le dos, je te plumerai le dos,  
 Et le dos, et le dos, et le nez, et le nez,  
 Et le bec, et le bec, et la tête, et la tête.—O, &c.

\* Repeat this bar once for the second verse, twice for 3rd verse,

---

Alouette, gentille Alouette, Alouette je te plumerai,  
Je te plumerai les pattes, je te plumerai les pattes,  
Et les pattes, et les pattes, et le dos, et le dos,  
Et le nez, et le nez, et le bec, et le bec,  
Et la tête, et la tête.—O, &c.

Alouette, gentille Alouette, Alouette je te plumerai,  
Je te plumerai le cou, je te plumerai le cou,  
Et le cou, et le cou, et les pattes, et les pattes, etc.

---

## PAR DERRIER' CHEZ MON PERE

Par derrier' chez mon père, Vole, mon cœur, vole, vo- le, Par derrier' chez mon père. Lui ya-t-un pommier doux. Lui ya-t-un pommier doux, tout doux, Lui ya-t-un pommier doux. D.C.

Par derrièr' chez mon père,  
 Vole, mon cœur, vole,  
 Par derrièr' chez mon père,  
 Lui ya-t-un pommier doux,  
 Lui ya-t-un pommier doux, tout doux,  
 Lui ya-t-un pommier doux.

Les feuilles en sont vertes,  
 Vole, mon cœur, vole,  
 Les feuilles en sont vertes  
 Et le fruit en est doux,  
 Et le fruit en est doux, tout doux,  
 Et le fruit en est doux, tout doux,  
 Et le fruit en est doux,

Trois filles d'un prince  
Vole, mon cœur, vole,  
Trois filles d'un prince,  
Sont endormies dessous,  
Sont endormies dessous, tout doux,  
Sont endormies dessous.

La plus jeun' se réveille  
Vole, mon cœur, vole,  
La plus jeun' se réveille  
—Ma sœur voilà le jour,  
Ma sœur, voilà le jour, tout doux,  
Ma sœur, voilà le jour.

—Non, ce n'est qu'une étoile,  
Vole, mon cœur, vole,  
Non, ce n'est qu'une étoile,  
Qu'éclaire nos amours,  
Qu'éclaire nos amours, tout doux,  
Qu'éclaire nos amours.

---

## ISABEAU S'Y PROMÈNE

Solo first time to sing, then repeated by chorus  
Also from sign first time solo, then repeated by the chorus

Musical score for 'Le long de son jardin' in G major, 6/8 time. The score consists of four staves of music with corresponding lyrics in French. The lyrics are: 'Le long de son jardin, Le long de son jardin, Sur le bord de l'ile, Le long de son jardin, Sur le bord de l'eau, Sur le bord du vaisseau.'

Elle s'aperçoit d'une barque  
De trente matelots.  
De trente matelots  
Sur le bord de l'île, etc.

Le plus jeune des trente,  
Composait une chanson.  
Composait une chanson  
Sur le bord de l'île, etc.

—La chanson que tu chantes,  
Je voudrais la savoir.  
Je voudrais la savoir  
Sur le bord de l'île, etc.

—Embarque dans ma barque,  
Je te la chanterai.  
Je te la chanterai  
Sur le bord de l'eau, etc.  
Sur le bord de l'île, etc.

Quand ell' fut dans la barque,  
Ell' se mit à pleurer.  
Ell' se mit à pleurer  
Sur le bord de l'île, etc.

—Qu'avez-vous donc la belle,  
Qu'avez-vous à tant pleurer.  
Qu'avez-vous à tant pleurer  
Sur le bord de l'île, etc.

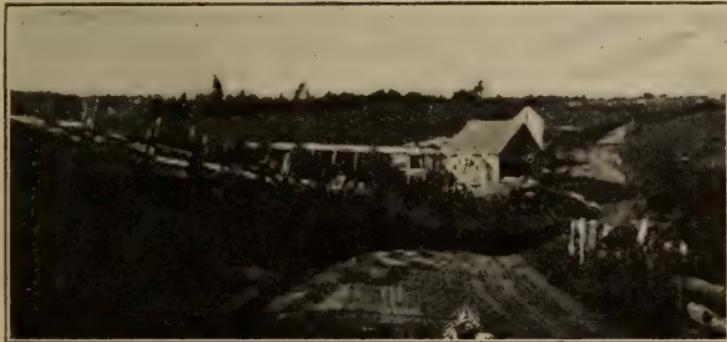
—Je pleur' mon anneau d'or,  
Dans l'eau-z'il est tombé.  
Dans l'eau-z'il est tombé  
Sur le bord de l'île, etc.

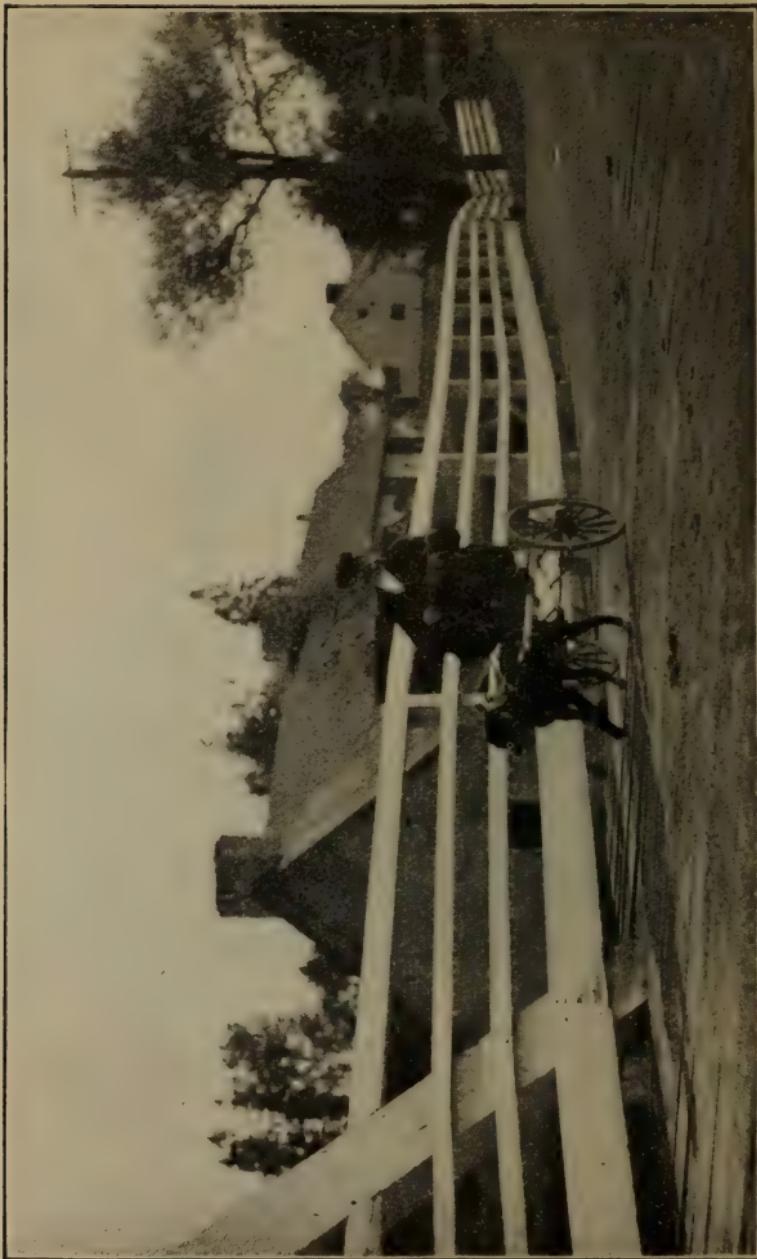
—Ne pleurez point la belle,  
Je vous le plongerai.  
Je vous le plongerai  
Sur le bord de l'île, etc.

De la première plonge,  
Il n'a rien ramené.  
Il n'a rien ramené  
Sur le bord de l'île, etc.

De la seconde plonge,  
L'anneau-z-a voltigé  
L'anneau-z-a voltigé  
Sur le bord de l'île, etc.

De la troisième plonge,  
Le galant s'est noyé.  
Le galant s'est noyé  
Sur le bord de l'île, etc.  
Sur le bord de l'eau,  
Sur le bord du vaisseau.





LABORER RETURNING FROM WORK.—Montmorency.

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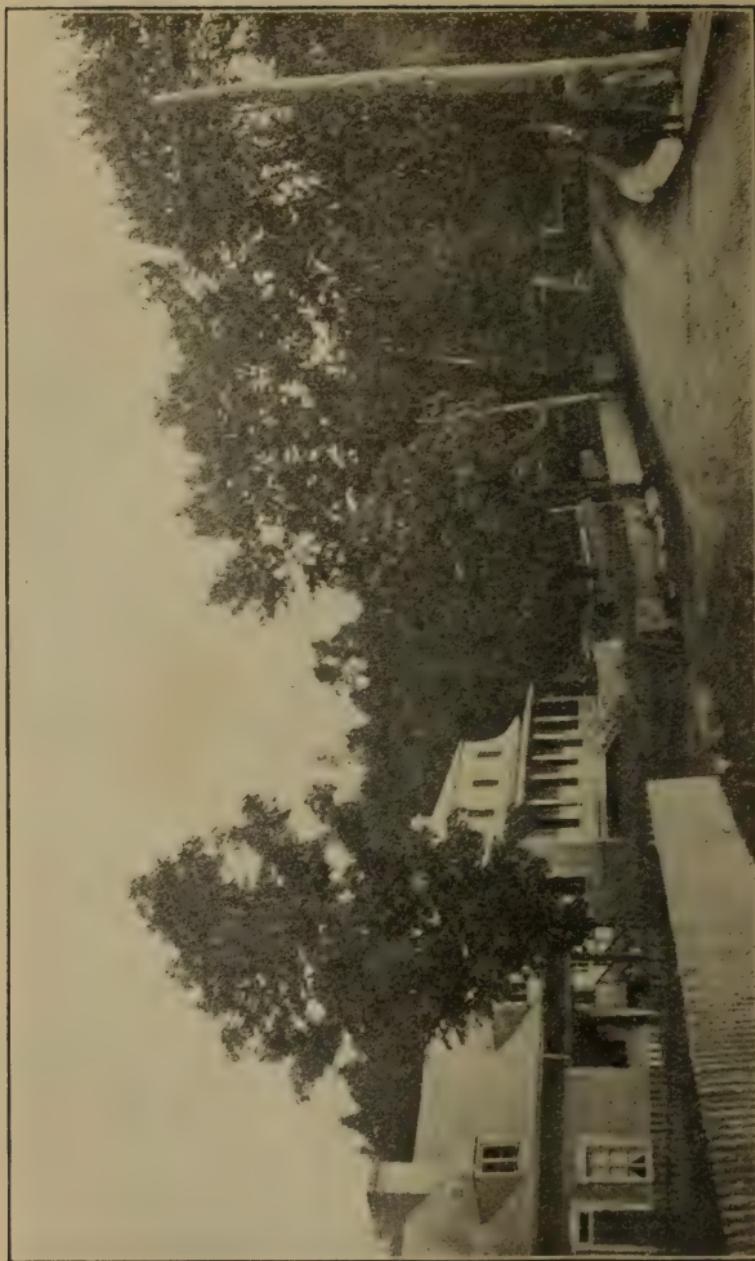
## Railway Systems

### THE GRAND TRUNK SYSTEM

THE maximum of travel comfort is assured the visitor to Quebec if he uses the Grand Trunk lines on his journey to or from the historic city.

A glance at the railway map of the north American Continent will show how thoroughly the Grand Trunk System, by reason of its steady growth, inks up the important centres of Canada and the United States.

Chicago, Buffalo, Detroit and many New England cities are served by the lines of this great railway, while from the Atlantic to the Pacific, in Canada, the Grand Trunk System carries an ever increasing volume of passenger and freight traffic. In the Province of Ontario alone, the Company has 3,000 miles of railway. No railroad in the world operates such a great mileage of continuous double track as does the Grand Trunk, the main arteries of the system being recorded by experts as unsurpassed examples of the railroad builder's art. Every mile of track is laid with eighty or one hundred pound rails; gravel ballast makes the road-bed solid, gradients are small—all making for the maximum of safety and comfort. Some of the fastest long distance trains on the Continent including the famous International Limited, are operated over the system. Being so firmly established in the older provinces, it was the Grand Trunk's natural destiny in the march of progress that it should be identified with the Dominion Gov-



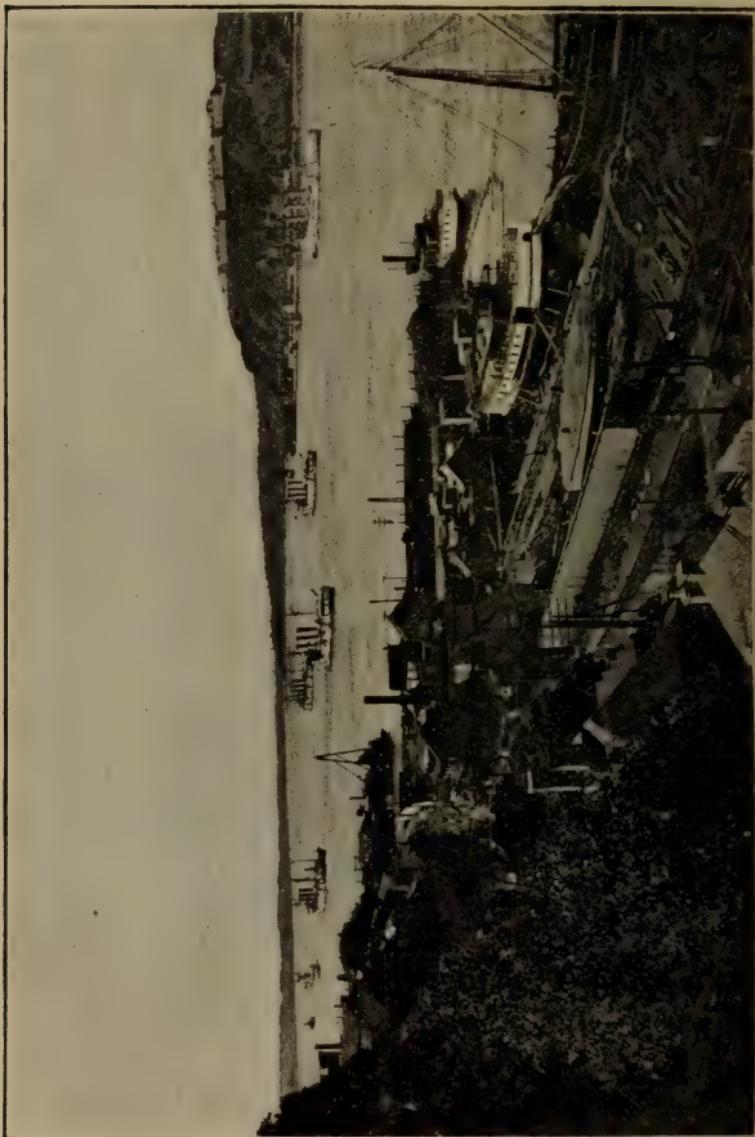
QUEBEC TO STE. ANNE.—Chateau Richer Bridge Over Sault à la Puce.

ernment in the project or providing Canada with the first transcontinental railway from the Atlantic to the Pacific wholly within Canadian territory.

The Grand Trunk Pacific, only completed within the last three years, is admittedly the best new railway ever constructed. From Winnipeg, west, it serves the rich prairie provinces, including the busy cities of Saskatoon, Calgary, Edmonton and Regina; crosses the Rocky Mountains at a point where the peaks reach superb heights and winds its way to the Pacific Ocean through a picturesque series of flower-strewn mountain valleys. The Western terminal of the system is at Prince Rupert, the new gateway to Alaska and the Yukon. From its new port the steamships of the Grand Trunk Pacific fleet go north to Ketchikan, Wrangell, Juneau and Skagway, and south to Vancouver, Victoria, and Seattle.

#### Through the Heart of Canada

Montreal, Ottawa and Quebec are among the cities of historic interest on the Grand Trunk System's eastern lines. Although massive modern commercial business structures have been erected, magnificent universities and public buildings founded, and all the latest methods desirable for the welfare and health of the present era have been adopted, these cities have not lost their old associations with the past. In Ottawa, Canada's Capital City, where the Sessions of Parliament and the official activities of the Governor-General, the representative of the British Crown in Canada, provide a constant round of functions of interest to the visitor, the Grand Trunk has built a magnificent hotel, the Chateau Laurier. The important Ontario cities of Toronto, Hamilton and London are on the main line of the



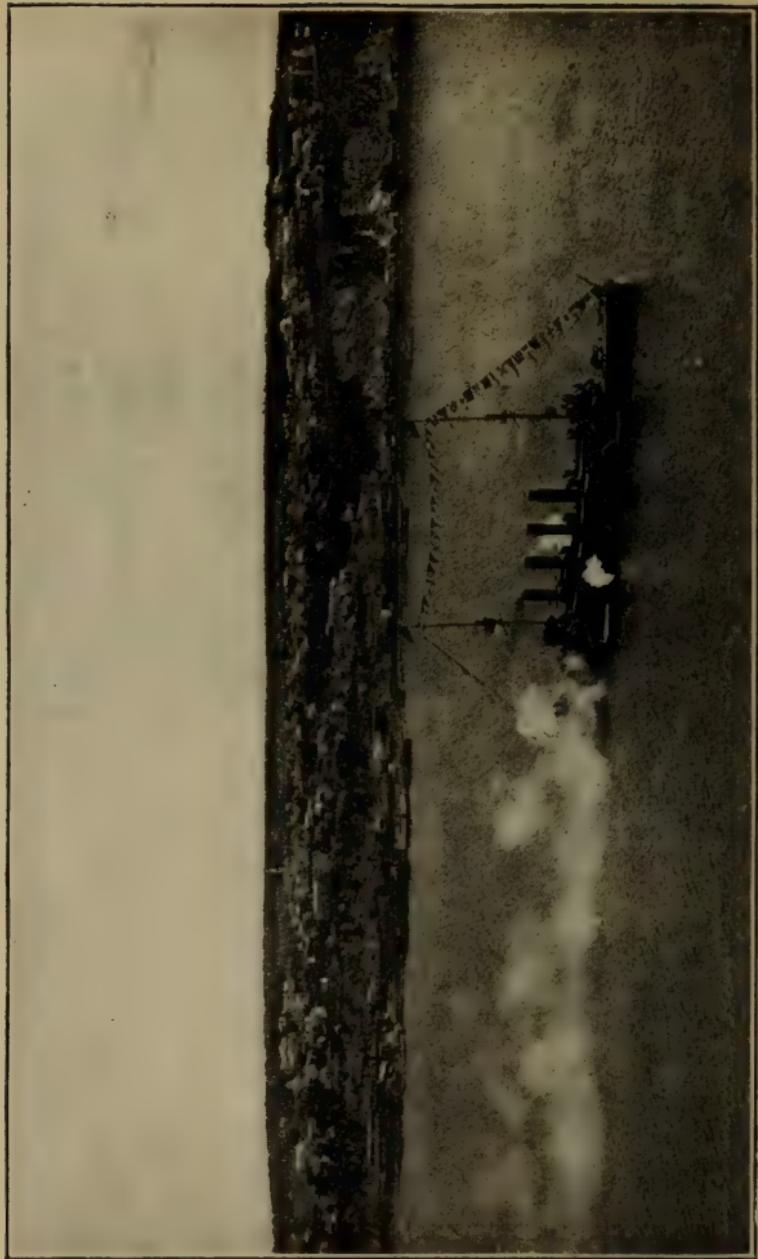
HARBOUR OF QUEBEC.

railroad between Chicago and Montreal. Niagara Falls make a favorite stop-over point for passengers travelling via the Grand Trunk. The great single steel arch suspension bridge of the company spans the Niagara gorge

### The Highlands of Ontario

THIS splendid territory, which attracts visitors from every part of the Continent, is served almost exclusively by the Grand Trunk, the resorts being only a few hours ride from Toronto.

To Muskoka Wharf, run the through express Muskoka trains. Connecting with these trains are the steamboats which serve all the resorts on the three lovely lakes, Muskoka, Rosseau and Joseph, which are known to the traveller as "The Muskoka Lakes." The Muskoka region's popularity is an enduring one and its charms are never forgotten by the visitor. When you enter the district you are amazed at the extent of the lakes, which appear so small on the map. Then the multitude of islands and the diversified shoreline cause you to wonder how the captains of the lake steamships pilot their vessels so swiftly and safely through the maze. Against the steep woodlands nestle pretty cottages, hotels and summer villas, and these charming summer homes harmonize with their surroundings of blue waters and leafy woods. This is a paradise for any man or woman fond of a canoe or a launch, while everywhere in these lakes there is good fishing and bathing in safe waters, and fine opportunities for a game of golf or tennis. The Royal Muskoka, the Beaumaris and the Monteith House are among the hotels which have golf links within easy walking distance. Muskoka has more than seventy places at



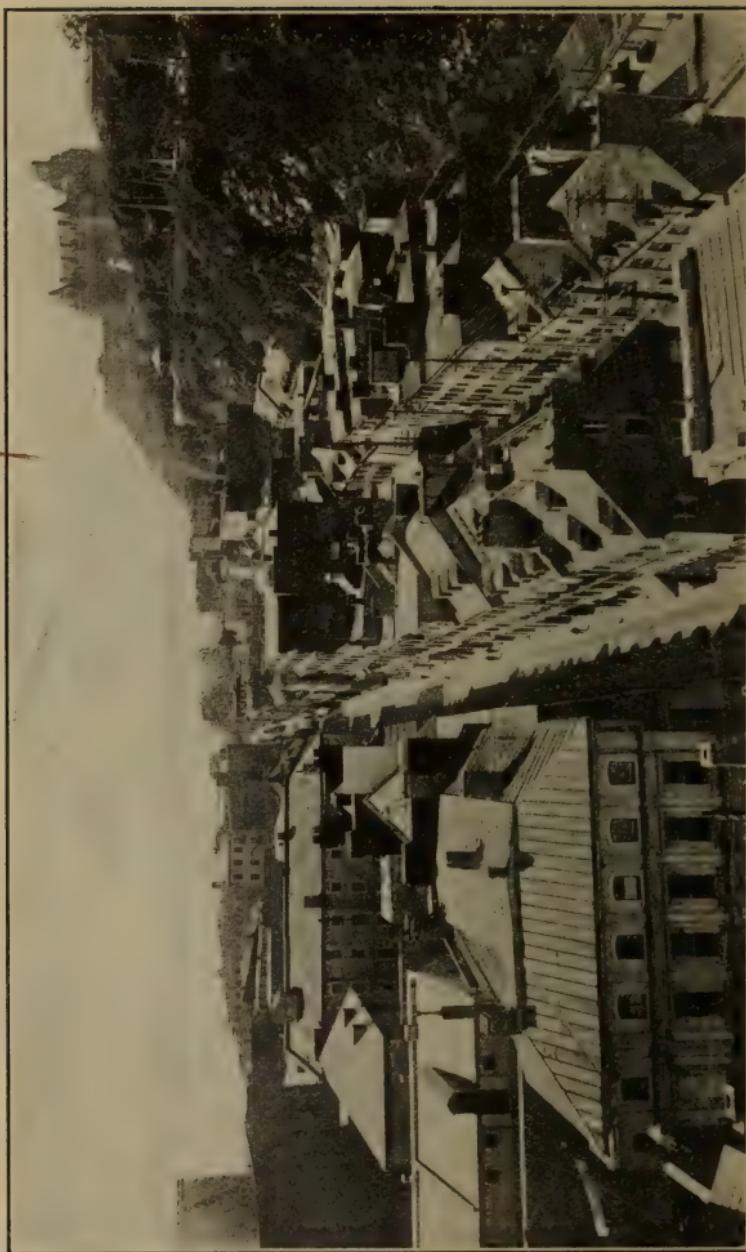
H. M. S. NIOBE.—Opposite Quebec.

which the visitor can stay, so that it offers a wide variety of accommodation.

Huntsville is the point of embarkation for the whole Lake of Bays District, a region of great natural beauty, comprising some of the most beautiful water stretches in this country of lakes. The Grand Trunk trains connect with a flotilla of lake steamboats serving all the territory. To those in search of pure scenic beauty there is no district on this continent to surpass the Lake of Bays, while those in search of health will find the purity of the air and general surroundings most beneficial. Being at an altitude of 1,000 feet above the sea level, there is no hay fever and sufferers from that complaint find immunity here. The Wawa at Norway Point, Lake of Bays, is one of the best known summer hotels in Canada, and a still larger enterprise, the Bigwin Inn, has recently been completed and will open at the end of the War. On attractive points on the lakes are many well conducted resort houses.

#### Algonquin Park

THE Algonquin Provincial Park of Ontario, two-hundred miles North of Toronto, comprises nearly two million acres of lake and woodland and is conceded to be one of the best resorts on the American Continent for the angler and the holiday maker who loves the "out-of-doors." There are over fifteen hundred lakes in the Park varying in size from one acre to several acres. Many of these lakes are connected by rivers navigable by canoe, making the whole region a paradise for the canoeist. Excellent hotel accommodation is offered in the Park. At Algonquin Park Station is the "Highland Inn" owned by the Grand Trunk. Nominigan Camp and Minnesing



ST. PETER STREET, LOWER TOWN.

Camp are log cabin hotel enterprises both situated in delightful spots. They are built of cedar logs, are unique in their arrangement and appeal strongly to those who desire the solitude of the woods without the burden of preparing meals and sleeping in the open. While visitors are not allowed to hunt or even to take fire arms into the Park there is excellent hunting close to the edges of the Park, for this immense forest reserve is naturally a veritable breeding ground for all forms of wild game and it is not in any wise fenced in.

#### French River District

FROM North Bay you may start a trip into Lake Nipissing and the French River Districts. A fine sail of twenty-five miles across Lake Nipissing takes the sportsman to the French River. The River is one broad channel from the Lake to Okikendwat Island, and from this point to the Georgian Bay, a distance of over fifty miles. There are two main channels and almost countless minor ones. If you are an angler these waters offer you the best of sport. The charms of this country are not confined to the summer season, for these are the favorite haunts of the deer, moose and bear, and each fall sees many hunting parties at work in the territory.

#### Temagami

NORTH Bay is the southern terminus of the Temiskaming and Northern Ontario Railway and from here the steel stretches away north-wesward 253 miles to the town of Cochrane, joining up the Grand Trunk with the Transcontinental Railway. Seventy-three miles from North Bay, on this line, is Temagami

Ten years ago it was an unknown wilderness. Now it is the happy summer home of thousands of delighted tourists who come year after year. Resting in the midst of the green wilderness of the Temagami Forest Reserve like some gigantic octopus with innumerable legs and arms and feelers stretching out in every direction into a wonderland of evergreen hills, lies Lake Temagami. Imagine this lake with its 1,600 islands and islets! There are 1,259 islands surveyed and marked on the Government map, ready for leasing to the prospective cottager. Visiting four islands each day and remaining forty days each year, it would take you ten years to merely pay each one a flying visit. Temagami has 3,300 miles of shore line. If you paddled around it once to explore its beauties you would have a canoe trip from Halifax to Vancouver and some two-hundred miles into the Pacific Ocean. To enjoy all this wilderness no great hardships or discomforts must be met. On this lake plies a fleet of gasoline launches. These carry guests to and from all points on the lake. There are also several permanent camps where visitors may enjoy floored tents, comfortable dining halls, and all the novelty and freedom of camp life. Or the still more venturesome health-seeker may take to the canoe, the Indian guide the portable tent, the spruce-bough bed, the portage, the never ending chain of wildwood lakelets, and enjoy Nature and store up health.

### THE CANADIAN PACIFIC RAILWAY

THE CANADIAN PACIFIC RAILWAY Co. ranks amongst the foremost of the great transportation corporations of the world. Its lines stretch uninterruptedly across Canada from the Atlantic to the Pacific, and, with its far-reaching system of branches extending in all

directions to and beyond the chief commercial centres of the Dominion, affords direct connections with the more important United States rail systems. The Company's operations are not confined to the North American continent, nor are its enterprises and energies limited to the ordinary business of a railway company. The Canadian Pacific also owns and operates its own lines of ocean, lake and river steam-



NEW C. P. R. STATION.

ships, and the red and white house flag of the company floats over its vessels on the Atlantic and Pacific oceans, on the great lakes, on the Pacific coast and on the inland waters of British Columbia. When those being built are added to those already in operation

the C.P.R. will have a fleet of 90 steamships. By ship and rail, the half-circuit of the globe—from Great Britain to Hong Kong in the Far East—is made by the C. P. R. steamers on both oceans. The Canadian Australasian lines, whose steamships call at Honolulu and Suva, Fiji, cross the Pacific in its most placid waters to Brisbane and Sydney, Australia. Combined, the C.P.R. fleets and railway go half way round the world.

The route across the continent from Quebec lies through the old French farming settlements of the north bank of the St. Lawrence to Montreal, up the beautiful Ottawa Valley and through the picturesque region of forest, rock, and stream, of the north shore of Lake Superior and the picturesque Lake of the Woods country to Winnipeg on the eastern verge of the great prairies and plains of Manitoba and Western Canada, after crossing which, the Rockies and kindred mountain ranges of British Columbia are penetrated through six hundred miles of unparalleled scenery. There is an alternate route by way of Toronto and through the beautiful Georgian Bay district. A recently completed line through the Kettle Valley, B. C., offers an alternative route skirting the lakes of southern British Columbia.

Branch lines traverse the prairies beyond Winnipeg, and give connection with all important points north and south of the main line. In the mountains—as at Quebec and elsewhere—the Company has made every arrangement for the material comfort and pleasure of the tourist by the erection of capacious hotels at the most advantageous points—Banff, in the Canadian Pacific Rockies, Lake Louise, amongst the clouds, Field, near the summit of the Rockies, in whose vicinity are the Yoho valley and Emerald Lake, Glacier, at the foot of the Great Glacier

of the Selkirks, and at Sicamous at the gateway to the fruitful Okanagan valley. At Winnipeg, the palatial Royal Alexandra, at Calgary the Hotel Palliser, at Vancouver, the recently enlarged Hotel Vancouver, and at Victoria the Empress rank with the Chateau Frontenac at Quebec in the elegance of their appointments. Besides these there is a splendid hotel at St. Andrew's-by-the-Sea in New Brunswick.

During the summer season, a delightful alternate route to the west is offered via the Great Lakes, on which sail the Company's magnificent fleet of steamships from Port McNicoll, on Georgian Bay to Port Arthur and Fort William, at the western extremity of Lake Superior, connecting also at Sault Ste. Marie with its "Soo" and "Marquette" lines for points in the North Western States.

By the Canadian Pacific, the tourist-sportsman reaches the game forests and fishing waters of the Maritime Provinces and Northern Maine, the salmon rivers and trout streams tributary to the St. Lawrence, the great Laurentian mountains, the wild-fowl feeding grounds of western Ontario, the caribou and moose-hunting region of northern Ontario, the famed trout fishing streams of the Nipigon, the shooting grounds of Manitoba, Saskatchewan, and Alberta, and the mountains of British Columbia.

The Canadian Pacific has an unsurpassed train service. Its equipment is excellent, and the traveller on its lines enjoys all the comfort and luxury in the palatial sleepers and diners that can be obtained at the best of first-class metropolitan hotels. Its observation cars attached to its transcontinental trains add to the comfort and enjoyment of the trip across the continent. A feature of the Canadian Pacific is that it builds practically all its own rolling stock. At Montreal it has the largest railway

shops in America. It also has large shops at Winnipeg and Calgary, and at Winnipeg has the largest railway yard in the world,—a yard which contains over 150 miles of track. With its facilities for building rolling stock the C.P.R. has been able to add many little conveniences to its passenger cars that make them particularly comfortable. A large number of the cars are lighted by electricity and have individual berth lights in the berths, as well as individual heating system. The cars are also provided with electric fans and vacuum cleaners.

The Atlantic steamships of the Canadian Pacific Railway which use Quebec as their Canadian terminus during the summer months, are widely known for their magnificent equipment and superior service. Equipped with wireless telegraphy, submarine signal system and all the latest safety devices they give an excellent service between the Dominion and Liverpool. The St. Lawrence route to Europe is to be particularly recommended inasmuch as it cuts down the actual sea voyage to less than four days, the first two days of the outward voyage being spent amid the matchless scenery of the majestic St. Lawrence.

#### DESCRIPTION OF THE GULF OF ST. LAWRENCE

No finer or more inviting trip for summer tourists has ever been offered than that from Quebec to the principal cities and towns of the Maritime Provinces of the Canadian Dominion by the large and commodious steamers of the Quebec Steamship Company. The route traversed by the steamers of this Company from Montreal, P. Q., to Pictou, N. S., extending as it does over more than a thousand miles, has all the advantages of an ocean trip, with the great additional advantage of frequent stops at the finest forests, sloping beaches and towering mountains

and most attractive summer resorts in the Dominion. The whole route is rich in historical reminiscences, and abounds in beautiful and picturesque scenery. Leaving Quebec and passing down the St. Lawrence River, the eye is met with a succession of charming views, which are nowhere surpassed upon either continent in beauty and grandeur, and every mile of the distance is crowded with historic recollections pertaining to the early occupancy of Canada by the French and English. The white-housed villages, green fields, stately upon the opposite shores of the St. Lawrence unite in forming a variegated and lovely picture; and no one can pass over this majestic stream below Quebec without pronouncing it the Queen of American Rivers. Father Point, nearly two hundred miles from Quebec, is where the European-bound steamers leave their pilots, and is a marine telegraph station, whence the passage of steamers and vessels is telegraphed to all parts of the world. A short distance from Father Point is Massacre Island, where long ago two hundred Indians of one tribe were slaughtered by those of another tribe, and below the Point the voyager gets the last glimpse of the headlands on the north shore of the mighty river. All along the coast is indented with beautiful bays and rivers, abounding in salmon and other fish, and the scenery everywhere is grand and inviting. Gaspé, where Jacques Cartier landed in 1534, four hundred and fifty miles from Quebec, and whether for the short stop which the steamer makes there, or for a sojourn of days or weeks, it will have special attractions for the travellers in its history and its situation, inhabitants and industries. A little further on is Percé, which derives its name from the wonderful pierced rock in front of it, about which cluster a myriad of curious and fascinating

legends. The steamers pass down Northumberland Strait, with the brick-colored shores of Prince Edward Island on the one hand and the shores of New Brunswick and Nova Scotia on the other, calling at Summerside and Charlottetown, and after a few hours' pleasant sail from the latter port, the harbor of Pictou and the end of the Quebec Steamship Company's steamer's voyage is reached.



A TYPICAL COUNTRY TEAM

## Quebec Cab Tariff

### ONE-HORSE VEHICLES.—By the drive

Time allowed: thirty minutes

For one person.....	\$ 0 50
For every additional person, each.....	0 25

### By the Hour

For the first hour.....	\$ 1 50
For every subsequent hour.....	1 00

### TWO-HORSES VEHICLES.—By the drive.

Time allowed: fifteen minutes

For one or two persons.....	\$ 0 50
For three or four persons.....	0 75

Time allowed: thirty minutes

For one or two persons.....	0 75
For three or four persons.....	1 00

### By the Hour

For one or two persons.....	\$ 1 25
For three or four persons.....	1 50

For each trunk carried in any such vehicle, 25 cents.

For every drive exceeding one-half hour the tariff shall be charged for one hour.

For the drives by the hour that last more than one hour, the tariff by the hour shall be charged for the fractions of an hour.

For the drives between midnight and 4 o'clock in the morning, 50 per cent. shall be added to the tariff rates above mentioned.

The stoppages are included as forming part of a drive.

Children under five years of age and sitting on their parent's or guardian's knees, will be admitted free of charge, and no charge shall be exacted for travelling bags, boxes or parcels which passengers can carry by hand.

# Quebec Automobile Tariff

## FOR A 4 PASSENGER AUTOMOBILE OR LESS

For a drive not exceeding $\frac{1}{4}$ of an hour.....	\$ 1 00
For a drive not exceeding $\frac{1}{2}$ an hour.....	2 00
For a drive not exceeding $\frac{3}{4}$ of an hour.....	3 00

## FOR A DRIVE BY THE HOUR

If the drive lasts more than one hour, the tariff shall be charged at the pro rata for every additional  $\frac{1}{4}$  of an hour, according to the above tariff.

## FOR A 7 PASSENGER AUTOMOBILE

For a drive not exceeding $\frac{1}{4}$ of an hour.....	\$ 1 25
For a drive not exceeding $\frac{3}{4}$ of an hour.....	2 25
For a drive nor exceeding $\frac{3}{4}$ of an hour.....	3 25

## FOR A DRIVE BY THE HOUR

If the drive lasts more than one hour, the tariff shall be charged at the pro rata for every additional  $\frac{1}{4}$  of an hour, according to the above tariff. The stoppages shall be paid on the same base as the drive.

## Places of Worship

### ANGLICAN.

**CATHEDRAL OF THE HOLY TRINITY**, (Church of England)—Very Rev. Richmond Shreve, M.A., D.D., D.C.L., Dean and Rector; Rev. C. R. Eardley-Wilmot, M.A. Curate—Sunday Services:—11.00 a.m., 3.30 and 7.00 p.m.; Holy Communion 8.00 a.m. every Sunday; Also 2nd Sunday at 7.00 a.m.; Also 1st and 3rd Sundays at 11.00 a.m.; Every Wednesday at 7.30 a.m.; On Holy Days at 7.30 and 11.00 a.m.—Rectory—Cathedral Close, 29 Garden St. Tel. 492.

**ST. MATTHEW'S CHURCH**—Canon Frederick Geo. Scott, M.A., D.C.L., Rector.—Rev. A. Reading Kelley, M.A., Curate—Sunday Services:—Holy Communion 7.30 a.m.; Morning Prayer 10.30 a.m.; Choral Eucharist 11.00 a.m.; Choral Evensong 7.00 p.m.—Daily: Holy Communion 7.30 a.m.; Evensong 5.00 p.m.—St. Matthew's Rectory, corner de Salaberry and Simard Sts. Tel. 555.

**TRINITY CHURCH**, 11-13 St. Stanislas street.—Rev. A. R. Beverly, Rector.—Sunday Services:—Morning Prayer 11.00 a.m.; Evening Prayer 7.00 p.m.; Sunday School and Bible Classes 3.00 p.m.; Holy Communion 1st Sunday 11.00 a.m.; 2nd Sunday 8.00 a.m.; 3rd Sunday 7.00 p.m.; Wednesday Service at 8.00 p.m.—Trinity Rectory, 15 St. Stanislas Street. Tel. 4155.

**ST. PETER'S CHURCH**, 268 St. Valier street (opposite St. Augustin street iron steps.)—Rev. Mr. P. Callis, M.A. Rector.—Sunday Services:—Every Sunday at 10.30 a.m., Holy Communion 1st Sunday at 8.00 a.m.; 2nd and 3rd Sundays at 10.30 a.m.—**ST. PETERS'S MISSION HALL**, LIMOILOU, (8th Street between 3rd and 4th Ave.) Evening Service every Sunday 7.30 p.m.—Rector's Residence: 32 Aberdeen Street. Tel. 3062.

**ST. MICHAEL'S CHURCH**, Bergerville.—Rev. Fothergill. Sunday Services:—Holy Communion 8.00 a.m.; every Sunday 2nd and 4th Sundays:—Morning Prayer and Holy Communion at 11.00 a.m.; 1st, 3rd, 5th Sundays in the month:—

Morning Prayer 7.00 p.m.—St. Michael's Rectory, Bergerville, Que. Tel. 2625.

### PROTESTANT CHURCHES.

**BAPTIST CHURCH**, Grand Allée.—Rev. F. H. Wentworth, Pastor.—Sabbath services, 11.00 a.m. and 7.00 p.m. Young People's Societies, Monday 8.00 p.m. School and Bible Class, 3.00 p.m. Prayer meeting, Wednesday, 8.00 p.m.

**BAPTIST** (French Baptist Church), D'Youville street.—Rev. A. Delaporte, Pastor.—Sabbath services, 11.00 a.m. and 7.00 p.m. Weekly prayer meeting, Wednesday, 8.00 p.m.

**METHODIST CHURCH**, St. Stanislas street, off St. John and St. Ann streets.—Rev. Isaac Couch, Sabbath services, 11.00 a.m. and 7.00 p.m. Sabbath School and Adult Bible Class, 3.00 p.m. Epworth League service, Monday at 8.00 p.m. Prayer Meeting, Wednesday at 8.00 p.m. Parsonage, 39 Esplanade.

**CHALMERS' CHURCH** (Presbyterian), St. Ursule street, off St. Louis street.—Rev. S. J. MacArthur, Pastor.—Sabbath services, 11 a.m. and 7 p.m.

**FRENCH PRESBYTERIAN CHURCH** (Institutional), St. Augustin street, off St. John street.—Rev. Louis Abraham.—Services at 11.00 a.m. and 7.00 p.m. Sunday School at 10.30 a.m. Prayer Meeting, Wednesday at 8.00 p.m.

**St. ANDREW'S CHURCH** (Presbyterian), St. Ann street. Rev. A. T. Love, B.A., Pastor.—Sabbath services, 11.00 a.m. and 7.00 p.m. Sunday School and Bible Class, 3.30 p.m. Wednesday, 8.00 p.m. Ladies' Aid Society, Friday, 2.30 p.m. Services in this old historic church date from 1759.

**ANGLICAN MISSION HALL**, 8th Street, Limoilou.—Sunday School and Bible Class, 3.00 p.m. Evening Prayer, 7.00 pm.

**SALVATION ARMY AND POOR MEN'S FOOD AND SHELTER**, (corner McMahon and d'Auteuil.)—Public Meeting: Sunday, 3.00 and 8.00 p.m.; Thursday at 8.00 p.m.

### ROMAN CATHOLIC CHURCHES.

**BASILICA**.—Very Rev. Canon Eug. C. Laflamme.—Service commences (Morning) 5½, 6, 7, 8, 9 and 10.30; (Vespers), 7.00 p.m. Basilica Square, Upper Town.

ST. PATRICK'S.—Rev. Father Costello, C.S.S.R.—Service commences (Sunday) 6, 7, 8, 9, and 10.30. Evening service, 7.30. McMahon street, Upper Town.

ST. PATRICK'S NEW CHURCH (Grande Allée).—Services commences (Morning) 8.30, 9.30 and 10.30. Afternoon 4.30.

ST. JEAN BAPTISTE.—Rev. Mr. Jos. E. Laberge.—Service commences:—Sundays: 5.30, 6.15, 7, 8, 9, 10.00 and 7.00 p.m. Week days: 5.30, 6, 7, 8 a.m., and 7 p.m. St. John street without.

HOLY HEART OF MARY.—Rev. Father P. M. Daignault. Service commences (Morning) 7.15, 8.30, 9.30 and 10.30. Evening service 7.15. Lachevrotière St.

ST. ROCH'S.—Rev. Mr. R. Lagueux.—Service commences (Morning) 5, 6, 7, 8, 9, and 10.00; (Afternoon) 2; (Evening) 7.00. St. Joseph street.

ST. SAUVEUR.—Rev. Father L. J. Beaupré, O.M.I.—Service commences (Morning) 5.30, 6.30, 8.00, 9.15 and 10.15; (Afternoon) 1.15, Catechism; (Evening) 7, Vespers. 15 Massue street.

SACRED HEART.—Rev. Mr. Langlois.—Service commences (Morning) 5.45, 7.00, 8.15, 9.45 and 10.15. Bigaouette Avenue, St. Sauveur.

ST. MALO.—Rev. H. Bouffard.—Service commences (Morning) 6.00, 7.00, 8, 9 and 10; (Evening) 7. Aqueduct and Marie de l'Incarnation street.

CHURCH N.-D. OF JACQUES CARTIER.—Mgr. I. O. P. Cloutier.—Service (Morning) 5.15, 6, 7, 8, 8.30 and 10; (Afternoon) 3 o'clock and 7. Corner of St. Joseph and Caron streets, St. Roch's.

CHURCH OF THE GOOD SHEPHERD.—Rev. J. Donaldson.—Service commences (Morning) 6.15; (Afternoon) 4. Lachevrotière street.

CHURCH OF NOTRE DAME DES VICTOIRES.—Rev. J. H. Nicole.—Service begins (Morning) 6.00 and 7. (Afternoon) 5. Notre-Dame Square, Lower Town.

CHURCH OF THE SISTERS OF CHARITY.—Revs. U. Perron and Emile Jobin.—Mass every day at 6.30 a.m. Sunday, Benediction of the Blessed Sacrament at 4.30 p.m. Corner Richelieu and Glacis streets.

MEN'S CONGREGATIONAL CHURCH.—Rev. Father H. Lefebvre, S. J.—Services commence (Morning) 6.00, 7, and 8.00; (Afternoon) 5. Corner D'Auteuil and Dauphine streets.

GENERAL HOSPITAL.—Rev. Ludger Hudon.—Service commences (Morning) 6.00; (Afternoon) 2.00.—Foot of Boulevard Langelier.

HOTEL DIEU.—Rev. Mr. A. Michaud.—Service commences (Morning) 5.45; (Afternoon) 2.30. Charlevoix St.

NOTRE DAME DE LA GARDE.—Rev. Mr. H. Desroches.—Service commences (Morning) 7 and 9; (Afternoon) 6.00. Cap Blanc.

URSULINES.—Rev. Luc Larue. — Services commence (Morning) 6.15. Donnacona St.

ST. COLUMBA, (Sillery).—Rev. A. E. Maguire, Pastor. Service, 7.30 and 10.00 a.m. and 7.00 p.m.

CHURCH OF THE FRANCISCAN SISTERS MISSIONARIES OF MARY (Grande Allée).—Service begins (Morning) at 6.30 (Evening) 5.

CHURCH N.-D. OF LOURDES, (Hermine street, St. Sauveur).—Rev. Oblate Fathers.—Service (Morning) at 6.30, 8.00 and 9.15.

CHURCH N.D. DU CHEMIN (St. Foye Road).—Rev. Father Waddel, S. J.—Service, 6, 7, 8, 9.15 and 10.15 a.m. Evening, 7.00.

CHURCH OF ST. ZEPHIRIN (Stadacona).—Rev. A. Dion. —Sunday, service at 6.00 and 9.30 a.m. Vespers at 7.00 p.m.

CHURCH OF ST. CHARLES (Limoilou).—Rev. Father Maurice, P.P.—Sunday services: (Masses), 5.30, 6.45, 8, 9 and 10.00 a.m. Evening, 7.00.

CHURCH OF THE PATRONAGE OF ST. VINCENT DE PAUL (Côte d'Abraham).—Rev. Father DeBeauquesne.—Services (Morning) 6, 6.30 and 8.00. (Afternoon) 3.30.

## Quebec Historical Data

1535.—Jacques Cartier landed on the banks of the St. Charles, Sept. 14.

1608.—Quebec founded by Samuel de Champlain, who built a house and fort in Lower Town.

1615.—Arrival of three Recollet Fathers.

1617.—Arrival of first emigrant.

1620.—Foundation of Fort St. Louis.

1625.—Fathers Piat, Sagard and Lalemant, first Jesuit priests.

1629.—Quebec surrendered to General Kirk.

1632.—Quebec returned to the French by Treaty between England and France.

1635.—Death of Champlain, first Governor, Dec. 25.

1638.—Earthquake shock (June 11.)

1639.—Detachment Ursuline and Hospitalières arrive (August 1), the former in charge of Madame de la Peltrie.

1647.—Excavations for Chateau St. Louis begun.

1650.—Ursuline Convent destroyed by fire.

1663.—Earthquake shocks.

1663.—Privileges of One Hundred Associates lapses and Royal Government established.

1663.—Governor M. de Mesy and Bishop Laval arrive (Sept. 15.)

1665.—Arrival of Governor de Courcelles, M. Jean Talon, Intendant, and Marquis de Tracy with officers of Fortune.

1672.—Appointment of Count de Frontenac, Governor of New France.

1690.—Quebec besieged by Admiral Phipps and repulsed by Frontenac.

1698.—Death of Frontenac, (Quebec.)

1711.—Besieged by the English, but without success.

1759.—Battle of the Plains of Abraham, Sept. 13.

1760.—Capitulation of Quebec, April 18, and Battle of Ste. Foye, a French victory, April 18.

1763.—Canada ceded by treaty to England.

1775.—Blockade of Quebec by Generals Montgomery and Arnold, Nov. 10.

1775.—Death of Montgomery, Dec. 31, during early morning assault upon Quebec.

1776.—Retreat of Americans from Quebec, May, 6.

1791-4.—Duke of Kent, father of the late Queen Victoria, Commander of 7th Fusiliers, stationed at Quebec.

1792.—First Parliament under Lord Dorchester.

1793.—Establishment of first English Church and Bishopric under Rev. Jacob Mountain.

1812.—War between Great Britain and United States. Americans ordered to leave Quebec under penalty of arrest.

1815.—Public and private stores and several wharves destroyed by fire; the loss estimated at upwards of \$1,000,000, September.

1822-32.—Fortifications, walls around city, etc., built at a cost of \$35,000,000.

1832.—Cholera outbreak.

1833.—Launching of Royal William, the first steamship to cross the ocean.

1837-9.—Canadian Rebellion. Founding of present firm Holt, Renfrew & Co., Limited.

1845.—Awful fire, 1,650 houses, the dwellings of 12,000 persons, burnt to the ground, May 28.

1845.—Another great fire, 1,365 houses burnt, June 28.

1846.—Theatre destroyed by fire, 50 lives lost, Jan. 12.

1852.—Laval University founded.

1856.—Quebec made the seat of Government, April 17.

1860.—Quebec visited by the Prince of Wales, the late Edward VII, August 18-23.

1864.—Confederation Conference.

1866.—Great fire in the French quarter; 2,500 houses and 17 churches destroyed and nearly 20,000 persons made homeless, October 14.

1867.—Dominion of Canada created and proclaimed, July 1.

1869-70.—Prince Arthur, Duke of Connaught, serves with his regiment in Quebec.

1870.—Great fire; 500 houses burnt, May 24.

1876.—Great fire in St. John's commercial district, nine churches and seven hotels said to be destroyed, June 18.

1876.—Dissensions between the Lieutenant-Governor Luc Letellier de St. Juste and his Ministers.

1881.—600 houses destroyed by fire, June 8-9.

1884.—Dynamite explosions, destroying part of new Parliament Buildings, October 11. Prince of Wales visits Quebec.

1887.—Destructive fire in the Citadel; the powder magazine saved; about \$150,000 damage, July 6-7.

1887.—Real Angers appointed Lieutenant-Governor.

1888.—Thunderstorm with great loss of life and property, August 16.

1889.—Fire in the suburb of St. Sauveur; about 700 houses destroyed; great distress, May 15-16.

1889.—Jesuits' Estate Act passed, August.

1889.—Landslide below the Citadel at the west end of Dufferin Terrace, 7 dwellings fell, and 66 people killed. Terrace repaired, 1907-8.

1890.—The Duke and Duchess of Connaught received warmly, June 10.

1890.—Visit of the Comte de Paris, banquet, October 28.

1890.—At St. Joseph de Levis, a railway train runs off the bridge, about 10 lives lost, December 18.

1891.—Destructive boiler explosion at Hare Point, several persons killed, February 12.

1892.—Great fire at Hedleyville, 120 families homeless, September, 9.

1892.—Hon. J. A. Chapleau appointed Lieutenant-Governor, December 14.

1892.—Hon. C. de Boucherville resigns, succeeded by Hon. Mr. Taillon as Premier, December 14.

1894.—Death of Sir Narcisse Belleau, ex-Lieutenant-Governor, September 14.

1894.—Death of Honoré Mercier, ex-Premier, October 30.

1898.—Death of Cardinal Taschereau, first Canadian Cardinal, April 13.

1899.—First Canadian Contingent sails for South Africa.

1901.—Visit of Prince and Princess of Wales, on Empire tour.

1905.—Arrival C.P.R. Coy's new steamers Empresses of Britain and Ireland. Quebec made the Canadian summer port.

1907.—Canadian Northern (Mackenzie & Mann), purchase Quebec and Lake St. John.

1907.—Collapse of portion Quebec Bridge which is to be the longest spanned water archway in the world. Over 75 lives lost.

1908.—Laval monument (cost \$50,000) unveiled.

1908.—Tercentenary Celebration and visit of Prince of Wales, now King George V.

1909.—\$1,000,000 Fire.—Canadian Northern Elevator, Cold Storage, Custom House and part of Quebec Harbour Commissioners' property destroyed.

1911.—Death of Sir C. A. P. Pelletier, Lieut.-Governor of the Province of Quebec, April 30.

1911.—Sir François Langelier appointed Lieutenant-Governor, May 6.

1911.—Borden Government elected, September 21.

1911.—H.R.H. The Duke of Connaught appointed Governor-General of Canada.

1911.—Destructive fire in St. Roch's Ward. Dominion Corset, and several buildings burnt.

1911.—Drouin Bridge commenced at Hare Point to span the St. Charles River between Quebec and Limoilou.

1912.—Congress of the French Language held in Quebec, June.

1913.—Drouin Bridge opened.

1914.—H.M.S. Empress of Ireland sunk. 1,024 lives lost; 425 rescued.

1914.—Bishop Begin created a Cardinal, May 25.

1914.—Death of Bishop Dunn.

1914.—Inauguration of Valcartier Military Camp.

1914.—Departure of the First Canadian Contingent for Overseas Service.

1915.—Death of Sir François Langelier, February 8.

1915.—Hon. Mr. P. E. LeBlanc sworn in Lieut.-Governor of Province, February 12.

1915.—Departure of the Second Canadian Contingent for Overseas Service.

1915.—Consecration and Induction of Rev. Lennox Williams as Bishop of Quebec, January 25.

1915.—Erection of monument to the Faith, Place d'Armes Square.

1916.—Collapse of the Central Span of the Quebec Bridge.

1917.—Inauguration of Quebec Bridge.

1918.—Death of Sir P. E. LeBlanc, Lieutenant-Governor of the Province of Quebec.

1918.—Sir Charles Fitzpatrick, appointed Lieut.-Governor.

1918.—November 11. Great rejoicing on the occasion of signing of armistice by Germany.

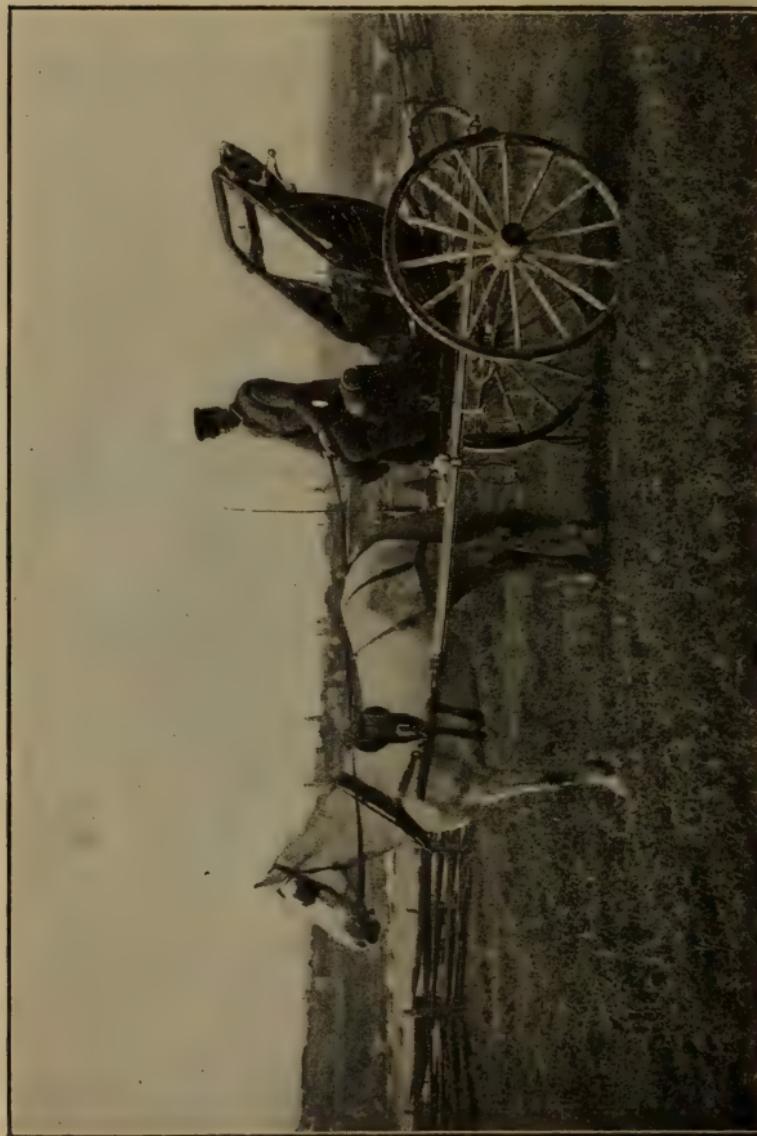
1919.—Death of Sir Wilfrid Laurier, ex-Prime-Minister of Canada.

1919.—June 28—Signing of Peace Treaty.

## Places of Interest in and about Quebec. . .

Dufferin Terrace.	Garneau Monument.
Chateau Frontenac.	Mercier Monument.
Champlain Monument.	Parliament House.
Governor's Garden.	Drill Hall.
Wolfe and Montcalm Monument.	Montcalm Monument.
Monument to Faith.	Martello Towers.
Place d'Armes Square.	Wolfe's Monument.
Cardinal's Palace.	Plains of Abraham.
New Post Office.	National Battlefield Park.
French Cathedral.	Spencer Wood. Lieutenant-Governor's Residence.
Quebec Seminary.	Quebec Bridge.
Laval University.	Cap Rouge.
Grand Battery.	Indian Village, Lorette.
City Hall.	Quebec Waterworks.
Hébert Monument.	Island of Orleans.
New Commercial Academy.	Valcartier Military Camp.
English Cathedral.	Lake St. Joseph.
Court House.	Quebec Technical School.
Duke of Kent's Residence.	Q. R. L. H. & Power Co.'s Building.
Montcalm's Residence.	N.-D. des Victoires Church, built in 1688.
Ursuline Convent.	Chateau Bigot.
House where Montgomery was laid out.	Montmorency Falls.
Esplanade.	Shrine of Ste. Anne de Beaupré.
South African Monument.	Seven Falls at St. Anne.
St. Louis, Kent and John's Gates.	Levis Forts.
Garrison Club.	
Citadel.	

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A QUEBEC CALECHE.

## Books on Quebec

Carrel's Illustrated Guide and Map of Quebec, paper	\$ .25
Leather.....	.75
Quebec Under Two Flags, by Doughty and Dionne, cloth	2.50
Doughty Edition de Luxe, 2 vols.....	6.00
Le Guide Français de Québec, by Laflamme & Lefebvre.	.25
The Commemorative History of the Quebec Tercentenary:	
Paper, \$2.00. Cloth, \$3.00. Edition de Luxe.....	5.00
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The Legions of the St. Lawrence, by Sir James LeMoine.	.75
Picturesque Quebec, by Sir James LeMoine.....	1.50
Golden Dog, by William Kirby, F.R.S.C., paper.....	.75
"      "      "      "      "      "      cloth.....	1.25
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Pierre and his People, by Sir Gilbert Parker.....	.75
The Translation of a Savage, by Sir Gilbert Parker,	
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A Daughter of New France, paper.....	.75
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From My Quebec Scrap Book, by G. M. Fairchild....	2.00
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Treasure Trove in Gaspé and the Baie des Chaleurs by Margaret G. Macwhirter.....	2.00

## AUTO TOURS

### QUEBEC-MONTREAL EDWARD VII ROADS    QUEBEC TO RIVER

Miles.	Miles.	DU LOUP
0.0 Quebec.	2.2 VICTORIA Bridge	
5.6 Ste. Foye.	9.1 Laprairie.	
14.5 St. Augustin.	15.1 St. Philippe.	Miles.
21.5 Neuville.	21.5 St. Jacques.	0.0 Quebec.
28.0 Les Ecureuils.	27.2 Douglass Corners.	0.5 Beaumont.
29.6 Donacona.	29.5 Napierville.	15.6 St. Michel.
32.2 Cap Santé.	37.6 Lacolle.	20.4 St. Valier.
37.4 Portneuf.	42.8 Canadian Customs.	26.1 Berthier.
41.4 Deschambault.	45.5 Rouses Point.	35.7 Montmagny.
48.4 Grondines.	(American Customs)	
57.2 La Pérade.		42.3 Cap St. Ignace.
63.2 Batiscan (Bac).		50.1 L'Islet.
70.2 Champlain.	0.0 Quebec.	53.4 Trois Saumons.
79.7 Cap Madeleine.	0.5 Levis.	58.7 St. Jean Port Joli
83.6 Three Rivers.	5.6 St. Louis Pintend.	68.6 St. Roch des Auln.
92.3 Pointe du Lac.	10.5 St. Henri (Bridge)	74.9 Ste Anne Pocatière
100.6 Yamachiche.	23.9 St. Maxime Scott.	79.6 St. Pacôme.
107.5 Louiseville.	29.4 Ste. Marie.	85.7 St. Philippe Néri.
111.7 Maskinongé.	35.6 Beauce Jct.	91.8 St. Pascal.
128.9 Berthier.	40.8 St. Joseph.	97.8 Ste. Hélène.
138.0 Lanoraie.	50.1 Beauceville.	105.0 St. Alexandre.
144.2 Lavaltrie.	58.6 St. Georges.	114.3 N.-D. du Portage.
149.8 St. Sulpice.	68.4 St. Côme.	120.0 Riv. du Loup.
155.0 L'Assomption.	76.9 Armstrong, P. Q.	
161.0 St. Paul l'Hermitte	77.0 Canadian Customs	
163.4 Charlemagne.	77.7 Canad. Customs.	
180.2 Montreal.	102.5 Jackman.	

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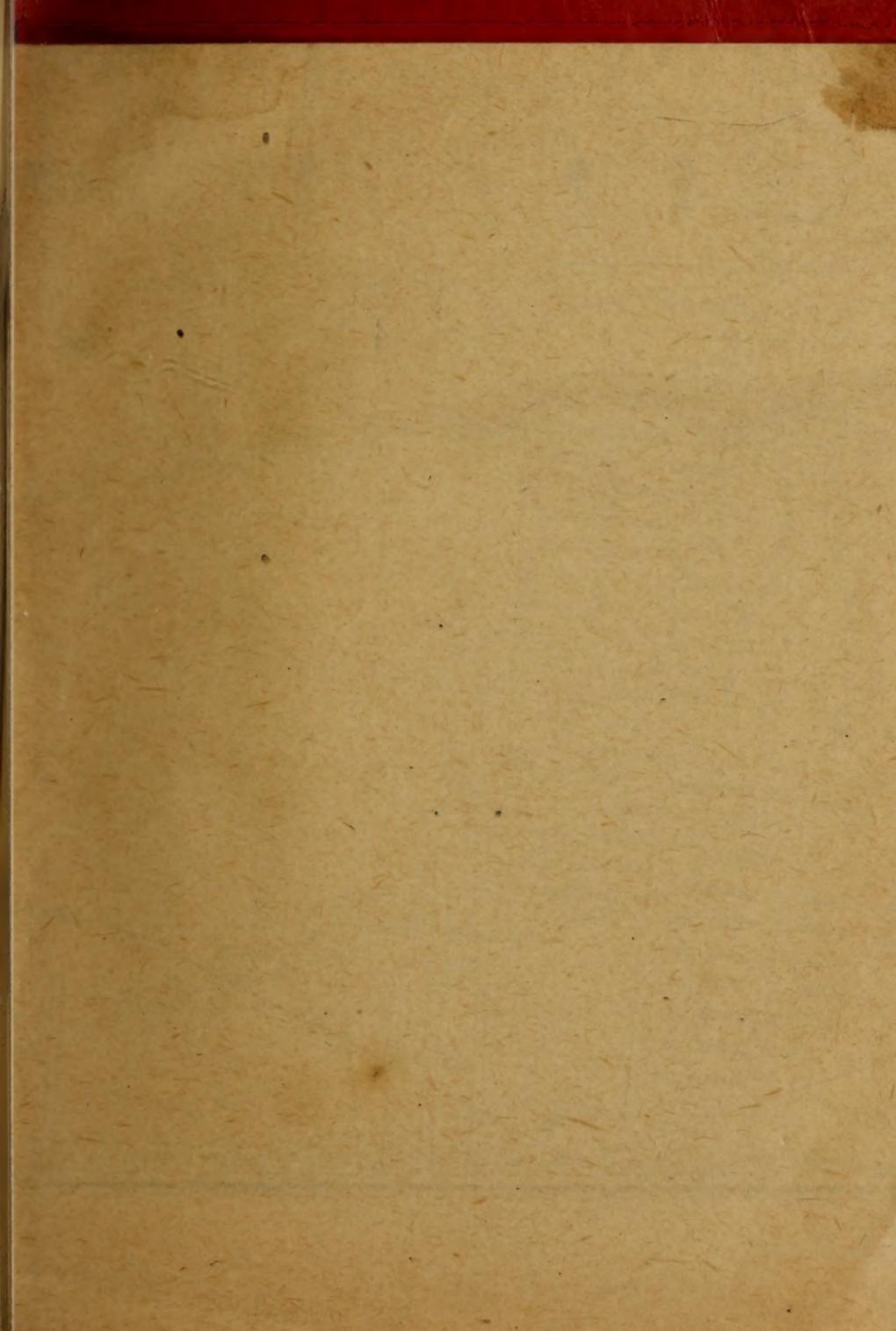
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## MAP OF

## QUEBEC

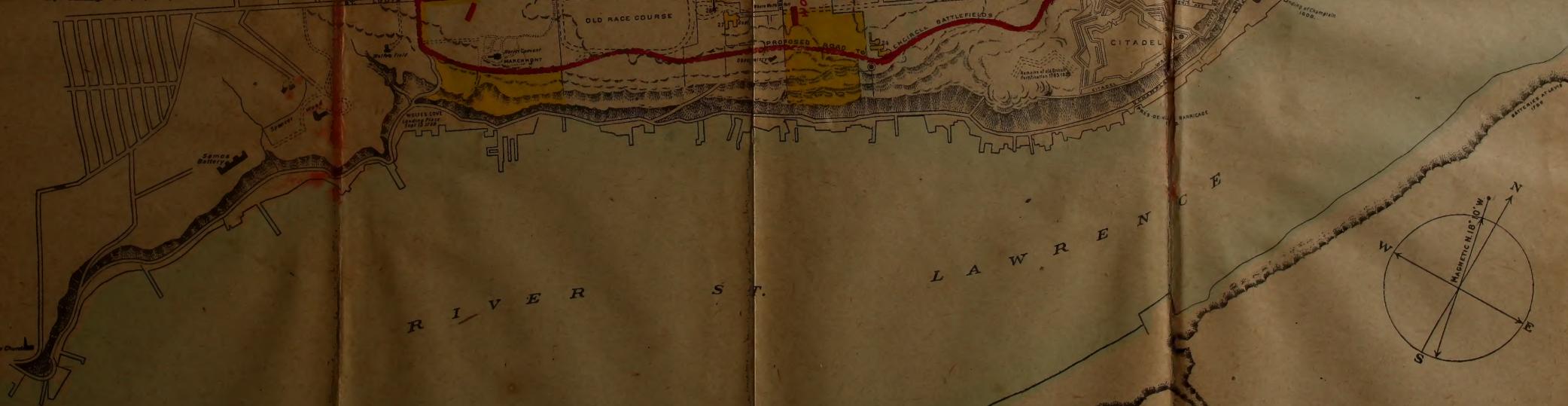
From THE CRADLE OF NEW  
FRANCE, by courtesy of the author,  
Dr. A. G. Doughty, Dominion Ar-  
chivist.

SCALE  
1/4 Mile

## REFERENCES.

- A. Proposed statue of Peace at Citadel.
1. Intendant's Palace—site of first brewery.
2. Hotel Dieu, founded 1693.
3. Royal Barricade, 1759-59.
4. Sault-au-Matelot Barricade, 1756.
5. Site of first Bishop's Palace—First Romanesque Buildings—Residence of Prince of Wales in 1860.
6. Church of Notre Dame des Victoires.
7. Chateau Frontenac—Site of Fort St. Louis—and Chateau St. Louis.
8. Chateau Frontenac—Montcalm buried here.
9. Monument to Wolfe and Montcalm.
10. Basilica.
11. Archibishop's Palace.
12. Seminary of Quebec.
13. Laval University.
14. Chaudron Monument.
15. City Hall.
16. Ursuline Convent—Montcalm buried here.
17. English Cathedral—site of Re-collect Church.
18. Chalmers' Church.
19. Monument to South African soldiers, 1905.
20. Garrison Club.
21. Bishop of Quebec buried here, 1776.
22. Parliament Buildings.
23. Good Shepherd Convent.
24. Ross Rifle Factory—Montcalm's site of French batteries erected by Lévis, 1760.
25. French Convent—centre of French line, 1759. The first land granted to Abraham Martin, after whom the Place was named, was in this vicinity.
26. St. Bridget's Asylum.
27. Quebec Gaol—site of Wolfe's redoubt.
28. Wolfe's Monument.
29. Monument to Lévis and Murray.
30. Notre Dame des Chemins.

Ground to be purchased for proposed National Memorial Park.  
English Troops.  
French Troops.  
The gaol and Ross Rifle Factory buildings on proposed park.



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